

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 155.—Vol. VII.]

LONDON: SATURDAY, AUGUST 11, 1838.

[PRICE 6d.]

ERSONARY INTERESTS, SHARES IN IMPORTANT BRITISH MINES, ALSO SHARES IN VARIOUS STEAM-PACKET COMPANIES.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place, by AUCTION, at the Mart, Thursday, the 16th of August, at Twelve o'clock, and will include Reversionary rights, Policy of Life Assurance, Shares in the Tresavean Mine (paying a Dividend of £2 1/2 every two months), and in other British Mines paying good dividends, in several Scrip Companies rising into importance; also shares in the Diamond Rose Gravelled Steam-packet Company, two shares in the Laurel Richmond, thirty shares in the New Greenwich Steam-packet Company—for sale by order of Messrs. Wallis and Co. Particulars may now be had, at the office of George Gibson, Esq., official assignee, Basinghall-street; of Messrs. New and Evans, solicitors to the flat, Great Carter-lane, Doctor's Commons; and of W. Warton, Auctioneer and Estate Agent, No. 38, Threadneedle-street.

VALUABLE MINING PROPERTY.

MR. KIRKMAN will SELL, by PUBLIC AUCTION, in the Large Room at the Mining Office, 12, Pancras-lane, Cheapside, on Tuesday, 5th day of August inst., at Twelve o'clock (unless previously disposed of by contract), a variety of SHARES in the most promising and important MINES in CORNWALL, including

TRESAVEAN.

has yielded and paid such amazing dividends.

NORTH ROSKEAR.

is rapidly increasing in public estimation, and paying dividends with regularity.

MARAZION.

in full operation, and from which large dividends may be relied upon.

EAST POOL AND RELISTIAN.

of which are now making large returns, and promise to be as productive and able as any now working.

in Halton Beagle, Trevascus, Polbrean, Perran Consols, South an, South Polgooth, British Silver Lead, Harmony and Montague, Trevolvas, Morgus, West Wheel Jewel, Treleigh Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheel Providence, Gwinear, and many others. Particulars may now be had seven days previous to sale, on application to Kirkman, Mine and Mineral Estate Agent; at the Mart; and of his Agents, in the principal towns in Cornwall.

Shares in the above and other mines, at all times for Sale by Private Contract. Pancras-lane, August 2.

MARINE STEAM-ENGINE.

TO BE SOLD BY AUCTION, on the premises of Messrs. C. Girdwood and Co., Glasgow, on Wednesday, the 15th August, 1838, the pre-casting and materials of a MARINE STEAM-ENGINE, consisting of cylinders of seven and a half inches diameter, and intended for a seven feet stroke; cylinders and covers; air pumps, bored; pistons; bed plates; paddle centres; cable iron pillars; cranks; side rods; cross heads; straps, &c. &c. For further particulars and inventories apply to

MEIN and JOHNSTON, Accountants, 129, Ingram-street, Glasgow.

ON, MANGANESE, AND COPPER MINES, AT YENNADON, NEAR PLYMOUTH, DEVONSHIRE.

MR. HENRY PADDON will SELL, by PUBLIC AUCTION, on Thursday, the 6th day of September next, at the King's Arms Hotel, South, at Six o'clock in the evening, all those

IMPORTANT AND VALUABLE MINES,

located at Yennadon, in the parish of Meavy, near Plymouth, together with all the way Waggon, Tools, Implements, and Materials thereto belonging. These Mines have already yielded a considerable quantity of IRONSTONE, of superior quality, and much esteemed in the manufacturing districts, and they are, in point of situation, advantages rarely to be met with, having the

PLYMOUTH AND DARTMOOR RAILWAY

running through the sett at two levels, and affording the most ample facilities for the necessary operations on a very extensive scale. Water power, if necessary, can be obtained at a trifling annual rent. The immense demand for stone renders the investment of capital in this description of property very valuable; and it is apprehended that a moderate sum thus applied, would, under management, render these Mines a productive and profitable concern.

MANGANESE

of finest description has been discovered; and it is the opinion of some of the experienced and practical miners, that the mine which extends over a of many Hundreds of Acres, is replete with MINERAL LODES. There have been discovered COPPER LODES, which may be worked at a comparatively trifling outlay.

sets are held for terms, of which nineteen years are unexpired, under Sir Lopez, Bart., and William Snow Harris, Esq., at about 1-12th dues. view the same apply to Thomas Greep, on the works; and further particulars may be obtained of Mr. Rendle, at the Nursery, Union-road; Mr. Samuel Wine and Spirit Merchant, Whimble-street; or the Auctioneer. And of the sets, and the conditions of sale, will be produced for inspection at the sale, and may be perused in the mean time at the offices of Mr. J. N. St. Solicitor, Plymouth. South, August 1.

TO BE SOLD, PURSUANT TO AN ORDER of the High

Court of Chancery, made in a cause entitled THE ATTORNEY-GENERAL IN BRIGGIE, with the approbation of William Wingfield, Esq., one of the rs of the said Court, at the Royal Hotel, Ashby-de-la-Zouch, in the county eester, on Tuesday, the 28th of August, 1838, in Four Lots, upwards of 224 UTE ACRES of valuable COAL, situated in the several lordships of Snibson, gton-on-the-Heath, Hugglescote, and Whitwick, in the County of Leicester. Railway from Leicester to the Swannington and Whitwick Collieries, called Leicester and Swannington Railway, runs between and near to some of the lots. Particulars, with a plan of the property, may be had (gratis) at the said r's Chambers, Southampton-buildings, Chancery-lane, London; of Messrs. and Sons, Solicitors, New Boswell-court, Lincoln's-inn, London; Messrs. and Towle, Solicitors, Castle Donnington, Leicestershire; Messrs. Twigg Woodhouse, Civil Engineers, Ashby-de-la-Zouch, Leicestershire; and at the of Sale.

VALUABLE COAL PROPERTY.

MR. LEIFCHILD has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South, affording a most advantageous situation for Copper Works, and the Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a level within the distance of a mile from the shipping place of an extensive able river, and communicating by easy and cheap conveyance with another le port in the principality. The Coal, which is bituminous, is universally ed off, and the property, which possesses many sources of certain profit, is a rare and eligible opportunity to capitalists and others wishing to embark ufactories requiring the use of coals. A full descriptive particular, with of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45, try, London.

SHARES FOR SALE, IN MINES PAYING TWENTY

PER CENT. PER ANNUM—viz.: 3-384ths in Tresavean, 1-90th in Levant, in North Roskear, 1-79th in Wheel Budnick, and 1-12th in East Pool. Also in the Marazion, Hallenbeagle, Wheel Providence, and the Providence South Towan, United Hills, Wheel Seton, Trevascus, Carzise, Copper Bot Wheel Osborne, Treleigh Consols, Tamar Consols, West Wheel and Wheel Harmony and Montague. Shares bought or sold in all the Cornish mines (specimens of ores seen), and inspected by men of well-known celebrity, on application (if by letter, post) to W. TREWNEY, Jun., Mine Agent and Share Broker, (from Redruth, Corn at his offices, 56, Threadneedle-street, London. August 3.

MINERAL PROPRIETORS IN COAL AND IRON-

STONE.—An opportunity now offers for RECEIVING A YOUNG MAN, ge to learn, practically, the ART OF MINING AND MANUFACTURING IRON, er with the Civil Engineering and Mechanical Department necessary for establishments, with whom a liberal premium will be expected.—For parti-application must be made (post paid) to J. C. M., Post-office, Leeds.

IMPROVEMENTS IN STEAM-BOILERS and in OTHER PROCESSES OF EVAPORATION.

Patent has lately been taken out for "Improvements in Heating and Evapora-tion," by the employment in these processes of heated air kept se, arate and from the smoke and products of the fuel, by means of which a saving is ef-of upwards of 33 per cent. in the fuel used in steam-boilers; and a larger in other processes of evaporation, such as Distillation, Brewing, Dyeing, the of Paper, Salt, Sugar, and other manufactures where steam is now used for or evaporating fluids. The charge for the license will be the value of one-of the fuel saved; which may be compounded for in each particular case at the agreed on.

Patentee proposes to give a license, free of charge, for the endurance of the to the amount of a consumption of 4000 tons of coal annually to each person all first use these improvements in any particular branch of manufacture, has not yet been already disposed of. If his own consumption of coal does end to that amount, the profit will be so made up to him by an allowance yments on licenses thereafter granted to other parties in the same line of cture—that is, a profit in whole, equal to 444 tons of coal yearly. Patentee will also give licenses gratis to all Engineers, to make apparatus ons to whom licenses to use the improvements have been previously ed; and he will further make them an annual allowance or per centage on all ts to him for licenses to use the apparatus granted, on their application. formation will be given by Mr. Hugh Morton, Engineer, Leith-walk, Edin-at whose works the boiler of a steam-engine in actual operation may be seen pected. may be addressed to W. Bell, 9, Queen-street, Edinburgh.

GREAT WESTERN RAILWAY.—London to Maidenhead.—

Private carriages will now be conveyed upon this railway between London and Maidenhead by the several trains, previous notice being given at the Com-pany's stations to secure a truck, and the carriage being ready at the station a quarter of an hour before the departure of the trains.

From Paddington and from Maidenhead.

Trains.
8 o'clock morning, (excepting on Mon- days from Maidenhead, when it will leave at half-past 7.)
9 o'clock morning.
12 ditto ditto.
5 o'clock morning train from London, and the 7 o'clock evening train from Maidenhead, will not call at West Drayton.
On Sundays the trains will leave Paddington and Maidenhead at the undermen- tioned hours only:—
8 o'clock morning.
4 past 8 ditto ditto.
9 ditto ditto.
5 o'clock evening.
6 ditto ditto.
7 ditto ditto.

The 8 o'clock morning train from London, and the 6 o'clock evening train from Maidenhead, will call at Slough only.
Omnibuses and coaches run from Princes-street, Bank; Spread Eagle, Grace- church-street; Angel Inn, Islington; Bull Inn, Holborn; Moor's Green Man and Still, Oxford-street; Golden Cross, Charing-cross; Chaplin's Universal Office, Regent-circus; and Gloucester Warehouse, Oxford-street, to the Paddington station for each train.
Post horses are kept in readiness both at Paddington and Maidenhead, and upon sufficient notice being given, would be sent to bring carriages from any part of London to the Paddington station at a moderate charge.

SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Con-

tract A.—The Directors will meet at the Office of the Company, 10, Coleman- street, London, on Tuesday, the 4th day of September next, at half-past One in the afternoon precisely, to receive TENDERS for the EXECUTION of the WORKS comprised in this contract. The earth works consist of between 300,000 and 400,000 cubic yards of cuttings, to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, and drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tunbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure work.
Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection, and printed forms of tender may be obtained, on and after the 1st inst., at the Office of the Company, and also at the Office of the Resident Engineer, at Tunbridge, Mr. F. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the Company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tender be admitted except made in the printed form of the Company, nor unless it be delivered at the Office of the Company before One o'clock on the day of meeting.
By order of the Directors,
J. S. YEATS, Secretary.
Railway Office, July 3.

WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Corn- ish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)
Capital £100,000, in 20,000 shares of £5 each. Deposit £1.
Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS: Philip Prith, Jonathan Barrett, Henry Aggs, William Chippendale, Joseph Stacey, Jun., Russell Jeffrey.

AUDITORS: John Poulter, Henry Sterry.
MANAGERS IN CORNWALL—E. A. Crouch and W. Dymond, Penzance.
BANKERS—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.
SOLICITOR AND SECRETARY: Frederick Bankart, 34, Clement's-lane, Lombard-street.

This Association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.
The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal partici- pation of dividends to be receipted on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.
Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.
It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately. Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ore insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.
Mines and shares in mines, now making and likely to continue to make hand- some profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.
To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.
Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.
In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is pro- fitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are con- tinually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private com- panies based on similar principles.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City, and Regent-street, London.

CAPITAL—ONE MILLION.

DIRECTORS: The Right Hon. The EARL OF CAVAN, Major-General Christopher Hodgson, E.I.C. W. J. Richardson, Esq. J. Cuthbert Joyner, Esq. W. J. Richardson, Esq. Lawrence Dorgan, Esq. Henry Lawson, Esq. Frederick T. West, Esq. William Gunston, Esq. J. Barrett Lennard, Esq. George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.
Liberal commissions are allowed to solicitors and agents.
Increasing rates of premium,—twenty years' scale:

Annual Premium for £, payable during

Age. First Five Years. Second Five Years. Third Five Years. Fourth Five Years. Remainder of Life.

15 £ s. d. £ s. d. £ s. d. £ s. d. £ s. d.
20 0 19 4 1 3 8 1 7 11 1 18 10 1 18 10

25 1 3 6 1 8 7 1 14 8 2 1 4 2 9 7
30 1 10 4 1 17 2 2 8 6 2 13 8 3 8 4
35 2 4 6 2 14 8 3 7 4 4 8 6 5 4 3

By order of the Board of Directors,
W. WRIGHT, Secretary.

HANCOCK'S PATENT SAFETY STEAM-BOILER AND LOCOMOTIVE-ENGINE MANUFACTURING COMPANY, for the manu-

facture of PATENT SAFETY BOILERS applicable to steam vessels and steam carriages of all kinds, and improved locomotive-engines for railways and common roads, secured by letters patent.

Capital £200,000, in 15,000 shares of £20 each. Deposit £2 per share.

The awful casualties which continually occur from the explosion of steam-engine boilers have been too recently before the public to need more than a refer- ence to them. To every one the value of a boiler absolutely safe must be self-evident, and the successful navigation of the Atlantic by steam ships renders all possible security against the fatal effects of explosion more than ever of the last im- portance.

This, Mr. Walter Hancock, the patentee of the Safety Steam Boiler, has accom- plished by an invention of singular simplicity, and which requires nothing but the aid of capital to be universally adopted. The want of the requisite capital has alone prevented the patentee from undertaking its manufacture upon the most extended scale. At this moment, by far the most profitable business in this country is that of a manufacturing engineer, and with the aid of Mr. Hancock's patents, and pecu- liar adaptations of machinery, it is certain very considerable gains must be made by the shareholders in this undertaking. The net profits of the manufacture con- ducted upon the scale proposed by the company are moderately estimated at £50 per cent.

The following are a few of the advantages of Mr. Hancock's inventions:—
The generation of steam with much less intensity of heat and a consequent saving of fuel, with greatly diminished wear and tear of the boiler itself.

The patent boiler is fixed independently of the engines, and may be detached from them and replaced by another boiler in the space of half an hour. Any por- tion of the boiler may burst without further mischief than stopping the machinery until the defective chamber has been replaced by another; an explosion of the whole is utterly impossible. Beyond this, the boiler occupies much less space than any other of equal power.

The Principle of the Patent Boilers.—These boilers are composed of a series of distinct, parallel, flat chambers, placed side by side, in a vertical position, and extending across the whole breadth of the fire-place beneath them, with sufficient spaces between the chambers for the play of the fire upwards or horizontally. These are connected throughout so as to afford a free circulation for the water and steam, and are braced together by bolts of any required strength. By adopting this principle very little of the heat is lost, and as it is evolved is immediately ab- sorbed by the whole of the heating surface. The perfect safety of this boiler arises from the ample sub-division of its parts and power, and weakness of the chambers as compared with the bolts and braces by which the whole series is combined. For the merits of Mr. Hancock's boiler it is only necessary to mention, that John Farey, Esq., one of the most eminent engineers of the day, bore testimony to their superiority over all others before a Committee of the House of Commons in 1829, since which great improvements have been made by the patentee.

Marine Boilers.—From the great wear and tear of marine boilers, with the enor- mous expense of effecting even trifling, and necessarily imperfect, repairs, arising from the confined space for the operation, they are a continual source of annoyance to their proprietors, and which often induces a resort to temporary expedients from voyage to voyage, which, were they generally known, would materially weaken the confidence of the public. These difficulties are entirely overcome by the patent boilers, in consequence of the facility with which a defective chamber may be re- moved and replaced by another. By adopting this system of employing any num- ber of distinct chambers, an almost unlimited extent of heating surface is obtained, consequently a less intensity of heat is necessary, wear and tear proportionally diminished, and from the whole of the heat being applied to such an extended sur- face simultaneously, much less fuel—the great drawback to extended voyages and to profit—is requisite.

Locomotive-Engines.—In addition to the advantages that will arise from the adoption of the patent boiler to these machines, an arrangement of the machinery (the result of many years' experience and practice with steam carriages on the common turnpike roads) will be adapted with improvements to the railway system, the effect of which will be the saving of fuel, getting rid of all danger of firing farm- ing stock and other property, and the so much complained of nuisance arising from noise and the escape of continual puffs of steam from the chimney, and what is of more importance, placing all the machinery within the view and reach of the at- tentive engineer, and the furnace, boiler, engines, and all the working parts upon springs, thereby relieving the whole from concussion, and the wear and tear ne- cessarily resulting from it.

The company will have the option of making boilers and machinery of any other kind, should it appear to the directors that such would be for the interest of the shareholders.

It is proposed that the directors shall receive no remuneration until a dividend has been paid to the shareholders, and Mr. Hancock will attest his own confidence in the success of the company, by taking in shares one half of the sum to be paid for his patent rights and goodwill, and postponing the receipt of the rest until a dividend of £10 per cent. has been made upon the capital.

The various patents, improvements, and licenses requisite for securing to the company the exclusive right of manufacturing and selling the patent boilers and improved locomotive-engines, as well as the factory steam-engines, steam carriages, machinery, tools, and utensils hitherto employed by the patentee in such manufacture, have been contracted for at fixed sums, and the services of that sci- entific and practical engineer, Mr. Walter Hancock, have likewise been secured by an engagement under which all improvements effected by him will become available solely for the benefit of the company.

The liability of the shareholders will be limited to the amount of their shares, and as it is desirable to commence operations with as little delay as possible, the com- pany will be considered formed as soon as one half the shares have been taken. The deposit of £2 per share to be paid on the allotment. No call will be made of more than £2 per share, of which three months' notice will be given.

Applications for shares to be made (if by letter, post paid) addressed to the direc- tors, at Messrs. Houghton and Meyrick's offices, 5, Falcon-square, Aldersgate-st.

THE GENERAL SHIP, STEAM-VESEL, AND SMALL CRAFT BUILDING COMPANY.

DRAKE'S PATENT IMPROVEMENTS.

Capital £200,000, in 10,000 shares of £20 each. Deposit £2 per share.

Offices—Lombard-street-chambers, 33, Clement's-lane.

Applications for the remaining shares will continue to be received by the Secre- tary, at the company's offices; or by the solicitor, Charles Dod, Esq., 21, Craven- street, Strand, until Monday, the 10th inst., immediately after which the allot- ment will take place.

NORTH BRITISH INSURANCE COMPANY.

For Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter.

No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.

Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P. Hon. Archibald Macdonald.

Lieut.-General Robert Bell. The Rt. Hon. J. A. Stewart Mackenzie.

Vice-Admiral Sir J. P. B. B. James Mackillop, Esq.

The Right Hon. Henry Ellis. W. A. Mackinnon, Esq., M.P.

George Trail, Esq. MANAGERS.

Sir Peter Laurie, Ald., Chairman. Charles Hertslet, Esq.

Francis Laidlaw, Esq., Dep.-Chairman. John Fife, Esq., Alderman

Robert Cockburn, Esq. Isaac Sewell, Esq.

Archibald Cockburn, Esq. Walter A. Urquhart, Esq.

John Connell, Esq. George Webster, Esq.

W. Petrie Craufurd, Esq. Benjamin Boyd, Esq., Residents

John Irvine Glennie, Esq. Mark Boyd, Esq.

PHYSICIAN—John Webster, M.D., 35, Grosvenor-street.

SOLICITORS—Messrs. Parken and Webster, New Boswell-court, Lincoln's-inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.

2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.

3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.

4. The assured may either participate in the profits secured against all responsi- bility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.

5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.

6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.

7. Advances made on security of policies of more than three years' standing, to the extent of their value.

8. A liberal price given for policies to parties wishing to surrender them.

9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-Buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

PREMIUMS

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

For One Year. For Seven Years. For the whole Life, with- out Profits. For the whole Life, with Profits.

Age. For One Year. For Seven Years. For the whole Life, with- out Profits. For the whole Life, with Profits.

Age. For One Year. For Seven Years. For the whole Life, with- out Profits. For the whole Life, with Profits.

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

SATURDAY.

Duchy of Cornwall (Tin Duties) Bill—For the abolition of the duties payable on the coinage of tin in the counties of Cornwall and Devon, and for giving compensation in lieu of such duties, and to reduce the duties of customs payable on tin, presented, and read the first time.

MONDAY.

Bank of Ireland—Petition from Tuam, against renewal of the charter; ordered to lie on the table.

Coal Trade (London, &c.) Bill—To continue the act regulating the vend and delivery of coals in the cities of London and Westminster, and in certain parts of the counties adjoining thereto, presented, and read the first time.

Duchy of Cornwall (Tin Duties) Bill—Petition of W. P. Bartlett and R. B. Beddome against; ordered to lie on the table.

Bank of Ireland Repayment Bill—Read third time and passed.

Duchies of Cornwall and Lancaster Bill—Read second time, and committed.

Duchy of Cornwall (Tin Duties) Bill—Read second time, and committed.

TUESDAY.

Duchies of Cornwall and Lancaster Bill—Considered in committee, and reported.

Duchy of Cornwall (Tin Duties) Bill—Considered in committee.

Coal Trade (London, &c.) Bill—Considered in committee.

WEDNESDAY.

Duchies of Cornwall and Lancaster Bill—Read third time and passed.

Coal Trade (London, &c.) Bill—Reported.

Duchy of Cornwall (Tin Duties) Bill—Reported; amendments agreed to; amendment made.

THURSDAY.

Coal Trade (London, &c.) Bill—Read third time, and passed.

Duchy of Cornwall (Tin Duties) Bill—Read third time, and passed.

Message from the Lords—That they have agreed to the Bank of Ireland Repayment Bill, without amendment.

FRIDAY.

Mr. Speaker reported the Royal Assent to the Bank of Ireland Repayment Bill, and Fisheries (Ireland) Bill.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

SATURDAY.

The royal assent was given by commission to several bills.—The Custody of Insane Persons Bill, and the Liverpool Clergy Endowments Bill, were read a third time and passed.—The reasons of the Commons for disagreeing from the Lords' amendments in the Municipal Corporations (Ireland) Bill were communicated at a conference.—The Irish Tithes Bill was reported.—The Copyright Bill went through committee.—The County of Clare Treasurer Bill was read a second time.

MONDAY.

The Mails on Railways Bill was read a second time.—The Copyright Bill was read the third time and passed.—The Prisons Bill was thrown out on a division.—Several bills were then forwarded a stage, but the third reading of the Tithes (Ireland) Bill was deferred.

TUESDAY.

The Commons' amendments to, and alterations of, their lordships amendments to the Municipal Corporations (Ireland) Bill were taken into consideration; some were agreed to and others rejected. A conference with the Commons was ordered.—The Tithes (Ireland) Bill was deferred.

WEDNESDAY.

The Militia Pay Bill passed through committee.—The Stamp Dies Bill, the Slave Trade (Tuscan) Bill, the Slave Trade (Sicily) Bill, and the Bank of Ireland Repayment Bill passed through committee.—The Fines and Recognizances (Ireland) Bill was read the third time and passed.

THURSDAY.

Lord Brougham moved the second reading of a bill introduced by him, "for declaring the true intent and meaning of an act passed in the present session of parliament, intitled 'An Act to make Temporary Provision for the Government of Lower Canada,' and for indemnifying those who have issued or acted under a certain Ordinance, made under colour of the said act," which was agreed to.—The House then proceeded with the consideration of the Tithes (Ireland) Bill, which was passed.—The second reading of the Post-office Bill was negatived.

FRIDAY.

The royal assent was given to sundry bills; among which were the Royal Exchange Rebuilding Bill, the Juvenile Offenders Bill, the Affirmations Bill, the Hackney Carriages (Metropolis) Bill, the Bank of Ireland Repayment (Suspension) Bill, &c.—The Joint-Stock Banks Bill, the Trading Companies Bill, the Militia Bills, the Mediterranean Postage Bill, the Mails on Railways Bill, and several other bills, were read the third time and passed; and some other bills were forwarded a stage.—The Ecclesiastical Appointments Suspension Bill went through committee.—The Prisons (Scotland) Bill was lost on a division.—The consideration of the amendments to the Imprisonment for Debt Bill was deferred till Monday.—The Parliamentary Burgles (Scotland) Bill was withdrawn.—The second reading of the Duchy of Cornwall (Tin Duties) Bill was postponed till Monday.

HOUSE OF COMMONS.

SATURDAY.

The Bank of Ireland Repayment Bill, the Pensions Bill, and the Militia Pay Bill were reported.—The Affirmations Bill was read the third time and passed.—The Slave Trade Treaties Bill was read the second time.—The resolutions of the committee of the whole house on the Duchy of Cornwall Tin Duties were brought up and agreed to; a bill founded upon them was brought in, and read the first time.—The Consolidated Fund Bill and the Exchequer Bills (Public Works) Bill were read the first time.

MONDAY.

The Lords' amendments to the Fisheries (Ireland) Bill were agreed to.—The Pensions Bill was read the third time and passed.—The Duchies of Cornwall and Lancaster Bill was read the second time.—The Spirit Licences (Ireland) Bill went through committee.—Sir R. Price inquired whether, as "Kyan's patent" had been adopted in the Dutch navy, it was likely to be adopted in the naval yards of England. Mr. C. Wood said that many experiments had been made, but he was not aware that there had been any decision on the subject.—The Stamps Die Bill, the Valuation of Land (Ireland) Bill, the Bank of Ireland Repayment Bill, and the Militia Pay Bill were severally read the third time and passed.

TUESDAY.

The Exchequer Bills Bill, the Four-and-a-Half per Cent. Duties Bill, &c. went through committee.—The Lords' amendments to the Royal Exchange Rebuilding Bill were agreed to.—The Duchy of Cornwall Tin Duties Bill went through committee.

WEDNESDAY.

The Consolidated Fund Bill, the Exchequer Bills Bill, the Exchequer Bills Public Works Bill, the Four-and-a-Half per Centum Duties Bill, the Slave Trade Treaties Bill, the County Treasurers (Ireland) Bill, the Coal Trade (London, &c.) Bill, Church Building Acts Amendment Bill, and the Spirit Licences (Ireland) Bill were severally agreed to.—The report of the Duchy of Cornwall Tin Duties Bill was agreed to.—The Duchies of Cornwall and Lancaster Bill was read the third time and passed.—The Corporation Property (Ireland) Alienation Prevention Bill went through committee.—Mr. AGLONBY moved for a return of the gross annual payments, during ten years, in respect of coinage duties; and also, a return of all the costs, charges, and expenses, to officers and others, in each year during such period, incurred in and incident to the ascertaining, managing, and collecting of such coinage duties.

THURSDAY.

Mr. WALLACE presented a petition from the commercial travellers, for post-office reform, representing that with it there would be 60,000,000 more letters conveyed by such means than were now forwarded through the post-office. He also gave notice that next session he should move for a select committee on the Post-office.—The several bills before the house were forwarded a stage.—The Consolidated Fund Appropriation Bill, the Exchequer Bills Bill, the County Treasurers (Ireland) Bill, the Church Building Acts Amendment Bill, the Coal Trade (London, &c.) Bill (which is similar to the one that failed on account of some amendments in the Lords), and the Cornwall Tin Duties Bill, were read the third time, and passed.—The Municipal Corporations (Ireland) Bill is lost for the present session.

FRIDAY.

The report of the Dublin Corporation (Compensation to Officers) Bill was agreed to; the Spirit Licences (Ireland) Bill was read a third time and passed; and the Lords' Amendments to the Public Records Bill were agreed to.

KENNET AND AVON CANAL COMPANY.—At a meeting of the committee of this company, held lately at Marlborough, a dividend of twenty-seven shillings per share was declared; being the highest that has been known for many years.—*Bristol Gazette.*

FIKE-DAMP.—On Saturday last, four men lost their lives by the explosion of fire-damp, in Lord Vernon's colliery at Poynton. The safety lamp was, it seems, out of use, and the men, who took a candle, were cautioned as to the danger. Two men were killed by the explosion, and two others were suffocated who came to assist the unhappy sufferers.—*Liverpool Chronicle.*

LAW INTELLIGENCE.

EASTERN COUNTIES RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—AUGUST 4.

PETRE v. PETRE.—Mr. K. BRUCE said, that an arrangement highly creditable to the parties in this suit had at length been come to. The Eastern Counties Railway Company had abandoned all opposition to his lordship's claim, and had consented to pay the whole 120,000*l.* by a certain time, and give security until the money was paid. A bill had been filed to carry this contract into effect for the benefit of the infants interested under his lordship's marriage settlement. The usual power of sale was inserted in the settlement; but although a power of sale, ordinarily speaking, would not authorise trustees to extend the time of payment, the contract was manifestly so much for the benefit of the infants, that the Court could feel no hesitation in carrying out the wishes of the family by performing it. The ordinary decree would be a reference to the Master to ascertain if it was for the benefit of the infants the contract should be performed; but when it was considered the whole amount of the land taken by the company was only twenty-five acres, and the amount to be given was 120,000*l.*, the Court could have little hesitation in declaring the contract was for the benefit of the infants without the assistance of a master of the Court.

The VICE-CHANCELLOR was of the same opinion, and made the declaration without a reference.

GREAT WESTERN RAILWAY COMPANY.

ROLLS' COURT—AUGUST 6.

THE ATTORNEY-GENERAL v. THE COMPANY.—This motion, respecting the bridge now erecting by the defendants over the feeder of the Bristol floating harbour, came on again before the Court. The parties had not agreed upon the towing-path which the defendants were to make, and which they proposed should run under the arch of the bridge, so as not to be separated from the water, and should be five feet in width, with a railing on the river side of two feet nine inches in height. The Bristol Dock Company insisted that barges could not be safely drawn under the bridge unless the path was six feet broad and three feet high. Mr. KINDERSLEY contended that the Railway Company had no right to object to this additional expense. After considerable discussion the counsel on both sides requested Lord Langdale (who said he had not sufficient evidence laid before him to enable him to decide the point) to name an engineer, whose decision should be final, which his lordship agreed to do, and upon the defendants undertaking to do what the engineer should direct, his Lordship made no order.

GRAND JUNCTION RAILWAY.

MIDLAND CIRCUIT, WARWICK—AUG. 6.

PALMER v. THE COMPANY.—The plaintiff in this case is a horse-dealer at Northampton; the defendants are the proprietors of the Grand Junction Railway Company from Liverpool to Birmingham. On the part of the plaintiff the following facts were proved:—That on the 13th of February last, plaintiff having purchased some horses in Ireland, and landed them at Liverpool, booked nineteen to go by the railway train starting at half-past four; but it being found inconvenient that the whole nineteen should go by that train, nine only were taken, being put into separate boxes, three in each box, the others following by subsequent trains. On coming near Willenhall, a horse that had strayed out of a field was seen on the railway at the distance of about ten yards a-head of the engine, and it being impossible to stop in sufficient time the animal was knocked down, and falling on the rail, the train was thrown out of line and precipitated down a bank, and much damage done to the animals of the plaintiff, killing one and maiming others; and it was for the loss so occasioned that the present action was brought, the amount being estimated and agreed to by the other side, in the event of the plaintiff being entitled to recover, at 150*l.*

For the defendants certain points were insisted on, involving questions of law, which the learned judge reserved, putting, however, the following two facts for the opinion of the jury:—First, whether they were of opinion there was gross negligence on the part of the company, inasmuch as the place where the animal was supposed to have strayed from was a close from whence the company's servants were making a culvert, and it was proved the rails of the fence were broken down and left in that state; and, secondly, whether they believed the boy, who had the horses in charge, the son of the plaintiff, had or had not a horse ticket delivered to him at or before the time of the starting of the train, both which points were found in favour of the plaintiff. Whereupon a verdict was entered for the amount claimed, subject to Mr. Hill's right to move upon the points reserved.

MONOPOLY OF SULPHUR.

The establishment of a practical monopoly of the products of the Sicilian sulphur mines, by a contract between a French company and the Government of Naples, has excited very considerable attention in France, and as it may affect various interests in this country also in respect of the supply and the price of a commodity largely in use for various chemical and manufacturing purposes, some particulars of the transaction, with the following details of the contract just received, may not be unacceptable. The contract was formally accepted at a sitting of the Council of State, and signed by Santangelo, the Secretary of State, on the part of Naples, with Aimé Taix, director of the French company alluded to, Taix, Ayard, and Co., the principal conditions being—

Art. 1. The capital paid up by the company is to be 1,200,000 ducats, or about 211,000*l.*, to which the Government contributes in addition 600,000 ducats, or about 105,000*l.*

2. The annual production of sulphur is to be reduced by one-third, and limited to 600,000 cantari. The company is to be obliged to purchase the whole or any part of these 600,000 cantari from such proprietors as may be desirous to sell, at the rate of 21 tarins for the third qualities, 23 for the second, and 25 for the first; and to indemnify the proprietors besides in the sum of 4 tarins per cantaro upon the 300,000 by which the production is to be diminished.

3. A duty of 2 ducats per cantaro is to be paid on export of the sulphur. The collection and produce of this duty are adjudged to the company, one-third of the amount to be paid into the public Treasury.

4. The funds arising from this third are to be employed in the construction of roads in Sicily and for the abolition of the tax on grinding.

5. The company is restricted from selling at prices beyond 40 tarins for the third, 43 for the second, and 45 for the first descriptions.

6. The collection of the tax to commence on the 1st of August.

In the first instance, the term was fixed for the 1st of July, as with that the contract came also into force, but the time was extended one month, on account of a considerable number of vessels having arrived in the Sicilian ports to load with sulphur before the new system had been heard of.

This contract is likely to be more prejudicial still to France than to this country, for the consumption at Marseilles alone is stated at 300,000 quintals in the extensive manufactories of soda, sulphuric acid, and soap. It appears that the ambassadors, both of France and Great Britain have been engaged in serious discussions with the Neapolitan Government on the subject. The results on the future prices of sulphur may be estimated by the fact that the former prices of sulphur on the spot ranged from 12 to 14 tarins, whilst in future the prices will be at the absolute discretion of the contractors up to the maximum fixed, and even should they commit the improbable folly of selling at the prime cost paid to the mine proprietors alone, this, with the export duty added, will double former prices on the spot. In Marseilles the price, which usually was about 5 francs the quintal, rose to 8 francs when the Neapolitan decree became known, and as soon as it is put in execution the price of sulphur in port cannot be less than 12 francs, being an increase of 140 per cent.

The pretext upon which this absurd measure is justified by the Neapolitan Government are worthy of the barbarous ages. It is urged that sulphur cannot be produced from the mines at less than from 14 to 16 Sicilian tarins, and as the sale rates were from 12 to 14 only, the mine proprietors were reduced to great distress. The consumption of Europe, it is said, was 600,000 cantari only, whilst the production reached 900,000. Notwithstanding the ruinous nature of the speculation, it is asserted, by a ridiculous contradiction, that everybody was eager to engage in the working of mines, and therefore prices fell, and the mine proprietors were beggared, to the great damage of Sicily. The remedy therefore was, to get rid of the surplus 300,000 cantari produced, and to establish a scale of grossly remunerating rates. The policy is, however, likely to defeat itself by stimulating production elsewhere.

COAL TRADE.—The lords' select committee on this bill, intitled "An Act to continue for Seven Years an Act for regulating the Vend and Delivery of Coals in the cities of London and Westminster, and in certain parts of the counties of Middlesex, Surrey, Kent, Hertford, Buckingham, and Berks," met on Thursday, the Earl of Shaftesbury in the chair, and the bill was agreed to without any opposition being manifested. When the bill was in the commons' committee a very lengthy investigation was carried on, which occupied something like 20 days, respecting the coal trade generally, but the inquiry as regarded the bill itself did not take up more than a few hours. The bill in the House of Lords passed through a committee of the whole house, and was reported without amendments.

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND GREENWICH RAILWAY COMPANY.

A special general meeting of the shareholders of the above company was held yesterday at the City of London Tavern, Bishopsgate-street.

—CHILDERS, Esq., in the chair.

After a long and unimportant conversation, the chairman opened the business of the day, by calling upon the secretary to read the advertisement convening the meeting, which was accordingly done, together with the minutes of the last meeting.

The CHAIRMAN then addressing the meeting, observed, he would not take up their valuable time by making too many observations; it was satisfactory to him as also to those around him, to know that the report would fully show to the proprietors the position in which they stood; he deemed it, however, right to explain to them why they had so unexpectedly appeared before them, and in doing so referred back to their last meeting, at which they would recollect a committee had been appointed to investigate their affairs; he observed they had been working in that committee for a considerable length of time, and trusted that their report would be found satisfactory. They approached the directors themselves and told them boldly what their duty was; they told them that they (the directors) must put their resignations into their hands, and in case of requiring them to resign they must do so. It was his pleasure and gratification to say that they had come forward in a manly and honourable way, and resigned their arduous labours in order that so great a national undertaking should not be impeded in its progress. The report would explain to them why they were so anxious to call the present meeting thus early, there were many who had staked large sums of money in the undertaking, some had risked all, and he thought that they had a right to know all: with respect to the financial statement of their affairs, he could assure them they were in smooth water, and it would, he had no doubt, call forth their warmest approbation. He would not allude to past circumstances, but trusted that this day would resemble their last day of meeting, and that it would pass with good harmony and fellowship.

Mr. GIBSON then read the report, which was unanimously received, adopted, and entered on the minutes. The accounts were next read, from which there appeared a balance in favour of the company of 31,700*l.* In answer to a question relative to the whole of the expenses being included in the account, Mr. GIBSON replied that there were a few extras not included, as, for instance, the Ravensborne Bridges.

In answer to a question as to how much it would require to complete the railway, Colonel LANDEMAN (the engineer) said, he thought about 5000*l.*, and to finish their offices, 2800*l.* He observed, that many would consider that sum sufficient to build a large house, but he could not calculate less than that. They would also take into consideration the expense which would be incurred in covering the whole line with a roof, which he did not hesitate to say would be effected. Many gentlemen who had inspected the machinery, engines, &c., had observed, that they being exposed (as they are) to excessive rains, must damage them very considerably. Such would form an item of about 12,000*l.* At the terminus there were good dry arches and cellaring, which, when covered, would give the company about 2000*l.* per annum, which he considered a very fair remuneration for the expense of covering their line.

Mr. GIBSON observed, he had no doubt that when the railway was completed, their income would increase to half as much again.

The business of the day having been disposed of, a vote of thanks was passed to the chairman and directors, and the meeting adjourned.

LONDON AND BRIGHTON RAILWAY COMPANY.

A meeting of the shareholders of this company was held at the London Tavern, Bishopsgate-street, on Thursday, the 9th inst.

J. HARMAN, Esq., in the chair.

The CHAIRMAN entered on the business of the meeting, by stating that he wished to call the particular attention of the shareholders to the short time the directors had had for carrying on, in an effectual manner, the affairs of the company. It was, he said, only since the month of February last that the directors had received the funds which were now at their command; and concluded by directing the notice of the meeting to the receipts and expenditure of the company.

The report of the directors was here read by the secretary:—

REPORT.

The directors have convened the second general meeting of the proprietors of the London and Brighton Railway, in pursuance of the provisions of their Act of Parliament, in order to lay before them a statement of the proceedings of the board since the last general meeting.

It will be recollected that, at that meeting, the number of shares registered in the books of the company was 26,172; since which period the remaining shares, apportioned and allotted to the subscribers to the direct line and others, have come in, and the total number now registered is 34,901, leaving 1099 shares at present undisposed of.

Upon these 34,901 shares a call of 3*l.* was made on the 18th day of January last, and which became due on the 13th of February, upon which the sum of 102,867*l.* has been paid; leaving only 1836*l.* due in respect of the first call. A second call of 3*l.* per share was made on the 3d day of May last, and which became due on the 5th day of June, upon which 71,295*l.* has been received, and the remainder is in course of payment.

In addition to the 34,901 registered shares, applications have been received from parties who had unintentionally omitted to register their shares within the period, and in the manner prescribed by the Act of Parliament, and which claims the directors have carefully investigated, and strongly recommended should be allowed by the general meeting, consisting of 501 shares. Should these claims be allowed, there will then remain only 598 shares unregistered.

Immediately after the last general meeting, the directors turned their attention to the purchase of the land required for the railroad; and, although it is a work of great tediousness and difficulty, it being requisite to investigate the title and interests of the owners, and to arrange with them and the occupiers the amount of compensation to be paid to them, yet the directors have the pleasure of informing the proprietors that they have obtained possession and agreed for the purchase of property to the extent of twenty-four miles and upwards, principally situated at Croydon, Coulsdon, Chipstead, Sanderstead, Merstham, Reigate, Balcombe, Clayton, and Hove, and have entered into the following contracts for the execution of the works of the railroad:—

Croydon Contract, No. 1.—To make and maintain the railway, with all the excavations, embankments, brickwork, masonry, bridges, culverts, drains, fences, gates, lodges, and other works, complete, commencing at its junction with the London and Croydon Railway, near Croydon Common, in the parish of Croydon, and extending to, and terminating at, a point in the parish of Sanderstead, being a distance of about three miles and twenty chains.

Coulsdon Contract, No. 2.—To make and maintain the railway, with all its works, from the termination of Contract No. 1, for a distance of about three miles and seventy chains.

Merstham Contract, No. 3.—To make and maintain the railway, with all its works, from the termination of Contract No. 2, for a distance of seventy-four chains.

Contract for the Shoreham Branch.—To make and maintain the railway, with all the works, from Brighton to Shoreham, being a distance of five miles and forty chains.

The directors are also in negotiation for the principal part of the remainder of the land on the line, of which they expect to be in possession by the time it will be required for the contractors, and they have issued advertisements for tenders for four more contracts, for the execution of the works at Balcombe, Reigate, Keymer, and Worth, to the extent of seventeen miles, making, together, on the whole line, upwards of thirty miles and a half, out of forty-seven, for which contracts have been advertised and taken.

Having shortly put the proprietors in possession of the principal points which the directors have had under their consideration since the last general meeting, they now submit the statement of their receipts and payments.

[By the statement referred to it appeared that the total receipts amounted to 161,172*l.* 6*d.*, and the expenditure 43,163*l.* 1*s.* 6*d.*, leaving a balance in hand of 118,008*l.* 19*s.* 6*d.*]

The directors cannot close this report, without adverting to the short time which has been at their disposal since the passing of the Act. It must be borne in mind that the organisation of the company could not be completed until upwards of six months after the Act was obtained, in consequence of the formidable necessity for the consolidation of the several companies, and the registration of the shares consequent thereupon; so that until those preliminaries were completed, no active steps could be taken in purchasing land or executing the works; in addition to which, it was not until the latter end of February that there were any funds at the disposal of the company. The time, therefore, which the directors have had, during which any progress could be made, is less than six months; and they can confidently assure the proprietors that the works of the railway are proceeding most rapidly and satisfactorily, and they beg to assure the proprietors that the confidence they have always expressed in the ultimate success of the undertaking is in no degree abated.

A SHAREHOLDER then addressed the meeting in terms scarcely audible, and proposed "That a vote of thanks should be given to the chairman, and also the engineer, Mr. Rastrick," who was present. He then said that he had been much upon this railroad, and had devoted as much time and care as was possible to this great object, and he could assure the chairman and shareholders present, that it appeared in a most satisfactory condition.

Another SHAREHOLDER then stated that he perfectly coincided with the views of the former speaker, and found no occasion to add one word to what had been advanced upon the subject.

The CHAIRMAN, in returning thanks, expressed his great anxiety and confidence that the great work would be completed to the satisfaction and general convenience of the public. A similar vote to the engineer having been carried, the meeting closed.

BIRMINGHAM AND GLOUCESTER RAILWAY.

On Tuesday last the fourth half-yearly general meeting of the proprietors of this railway was held at Dea's Royal Hotel, Birmingham, to receive the report of the directors and transact other business.

JOSEPH WALKER, Esq., in the chair.

Mr. W. BURGESS (the secretary) read the advertisement by which the meeting was called, and the minutes of the proceedings of the last general half-yearly meeting held at Gloucester. He then read the following report of the directors, with the statement of accounts up to June 30, 1838:—

REPORT.

The directors have much pleasure in announcing that they can congratulate the proprietors on the steady progress which has been made in the undertaking since the last half-yearly meeting, and on the satisfactory state of the finances and prospects of the company.

The whole of the land upon the main line between Cheltenham and Birmingham, and also the land upon the Tewkesbury branch, has been purchased. In some cases attempts were made to extort large sums from the company, which were steadily resisted; and the directors are happy to announce that the whole of the land has been secured under the estimates which were stated at the adjourned meeting of last year.

The progress made in the construction of the railway has been equally satisfactory. About one-half of the line, embracing some of the heaviest portions, has been let, and is in course of rapid construction. The contracts include bridges, and all other works, except laying the permanent way, and they have been let at prices within the estimates of the engineer, whilst the cost of the contingent works has not exceeded those estimates, nor has the engineer any reason to anticipate that they will. No particular engineering difficulty has presented itself, nor is any apprehended. The intended tunnels at Moseley will be avoided, by an arrangement with the proprietors of the land. Contracts have also been entered into for a portion of the rails and timber required for the formation of the permanent way, and on reasonable terms.

In letting the contracts for works, the directors have adopted the practice of dividing them into much smaller portions than is common, so that each contractor has one particular kind of work only. This arrangement, although it appears to attract much less of public attention, and is attended with a great increase of labour to the executive officers of the company, is found by experience to answer extremely well, and to ensure economy and certainty of execution to a greater degree than the usual plan of letting large contracts, embracing various descriptions of work, to one individual.

In reference to that portion of the line between Cheltenham and Gloucester, the directors have pleasure in reporting that a satisfactory arrangement was made in parliament with the Cheltenham and Great Western Union Railway Company, and which is carried out by clauses introduced into their amended act. By these clauses a definite and short time is fixed in which the Cheltenham and Great Western Union Railway Company have to purchase the land and construct the line; and should they fail to do either, this company has then the power to construct it for their own benefit.

The directors are, however, happy to state that the Cheltenham and Great Western Union Railway Company are now engaged in purchasing the land, and are letting the contracts for works, with the intention of immediately constructing the line, which, when completed, will be for the joint benefit of both companies.

In the last half-yearly report it was stated, that that portion of the line connecting Cheltenham, Tewkesbury, Worcester, and Droitwich, was expected to be opened to the public about next Midsummer, and from the progress already made, the directors fully anticipate being able to accomplish this object.

The directors have much pleasure in referring to the general state of the finances of the company as being very satisfactory. By the balance-sheet appended to this report, it will be seen, that on the 30th of June last, on 201. per share which had been called for, amounting to 190,000*l.*, only 24,612*l.* 10*s.* 0*d.* remained unpaid. This sum is now reduced to 12,977*l.* 10*s.* 0*d.*, of which 9,302*l.* 10*s.* 0*d.* is in course of payment, and will very soon be realised. The remaining 3,675*l.* is on 245 shares, which, by a resolution of the board of directors in March last, were declared to be forfeited; and as they belong almost entirely to persons who have become insolvent, the directors recommend that their resolution be confirmed. Upon the call due on the 8th instant, amounting to 95,000*l.*, 19,730*l.* (being more than one-fifth part) has already been paid in anticipation.

The directors, considering it would be satisfactory to the shareholders to be furnished with an epitome of the passenger traffic, have appended to this report a list of the coaches now running on the roads contiguous to the line, with the probable number of passengers conveyed, and the aggregate amount of miles travelled. In carrying out these calculations, the number of passengers has been doubled only, although the experience of every railway yet opened has proved the minimum increase to be threefold.

The result shows a gross annual income derivable from passenger traffic only, including posting and parcels, of 130,035*l.*

In pursuance of the act of parliament the directors have balloted amongst themselves, and they have to announce that Messrs. Joseph Walker, Samuel Baker, Daniel Ledam, and William Fox, retire from the direction, all of whom are eligible to be re-elected.

BALANCE-SHEET—JUNE 30, 1838.

To 20 per cent. called on 9,500 shares	£190,000 0 0
Less due from sundries	24,612 10 0—165,387 10 0
Interest on calls and banking accounts	2,692 0 9
One year's interest on Cheltenham and Gloucester Tramroad shares, at 6 per cent.	1,050 0 0
Rent	17 14 9
	£169,057 5 6
By Cash	£169,057 5 6
Parliamentary, law charges, engineering, surveying, &c., &c.	£35,844 12 5
Direction, salaries, office expenses, &c., &c.	7,296 4 7
Land, compensation, works, materials, &c., &c.	95,619 10 3
Cheltenham and Gloucester Tramroad shares	17,500 0 0—156,260 7 5
By cash balances, viz.:—Birmingham, 10,690 <i>l.</i> 12 <i>s.</i> 8 <i>d.</i> ; Gloucester, 2,066 <i>l.</i> 0 <i>s.</i> 3 <i>d.</i> ; petty cash, 40 <i>l.</i> 5 <i>s.</i> 4 <i>d.</i>	12,796 18 3
	£169,057 5 6

After the report and statement of accounts (which appeared to give general satisfaction to the meeting) had been read,

The CHAIRMAN rose and said, in addressing them in elucidation of one or two points touched upon in the report, he could not deprive himself, in the first place, of the pleasure of expressing his congratulations on the exceedingly influential body of proprietors whom he had the honour to address, representing as they did so great an amount of the stock of the company, because it was the best proof they could give of the degree of interest which they took, and which the directors hoped they would continue to take, in the progress of this important undertaking. The points to which he desired particularly to call their attention had reference to the mode adopted in the construction of the line, and also as to the passenger traffic by the present road conveyances, a statement of which would be annexed to the report. It was a question of serious consideration with the directors, in setting about the discharge of their duties, in what way they would best serve the cause of those who had entrusted their interests to their keeping; and he believed there never was the slightest difference of opinion amongst them as to the course they ultimately adopted. Instead of dividing the line into large contracts, they felt that they would be much more likely to get their work both well done and cheaply done by adopting a different course. In pursuing this plan, those conversant with the mode in which railways were at present constructed, would see at once that in this case they were the exception and not the rule; and, to the circumstance of their not having occasion to use the newspapers to any extent for advertisements, arose the fact that their undertaking was so little known to the public. But they had never thought it expedient or right to have recourse to the common mode of puffing the concern into notice. The contracts were let out in small portions, and being executed under the immediate superintendence of their talented and vigilant engineer, they were executed at prices much less than those paid by other companies, and at a cost which would enable them to present an account, when the undertaking was completed, not exceeding the estimate which they had laid before Parliament. When he said this, he did not mean the whole sum which

Parliament had authorised the company to raise, but he meant the estimate originally stated by the engineer. With regard to many items in an undertaking of this kind, such as the materials for the erection of bridges and viaducts, they had effected no inconsiderable saving by going into the market as buyers themselves, and by thus purchasing their materials for ready money, had secured important advantages, both as regarded the cost and character of the work. He thought these considerations justified him in expressing the conviction he entertained, that under the active, judicious, and energetic management of their engineer and secretary, they would be enabled to come out, at the end of their labours, with a satisfactory result. With regard to their traffic, knowing the interest with which parties the most intelligent on the subject of railways looked to the revenue to be derived from the conveyance of passengers, they had thought it would be satisfactory to the proprietors to be put into possession of some authentic information upon this subject. The directors had therefore appended to their report a list containing the names of all the coaches now working contiguous to this line, and which calculations being followed out, gave a very good revenue from passengers only, while that to be derived from the carriage of goods would be an important item in addition to the passenger traffic. He thought, therefore, that they had every reasonable ground for looking to their undertaking with confidence, as a secure and profitable investment to the shareholders. He was not aware of any other observation which he felt called on to make, but he could not sit down without congratulating all the gentlemen whom he had the honour of addressing upon the state of their exchequer. When they looked to the gratifying fact, that out of 190,000*l.* called for, there did not remain (exclusive of the forfeited shares) 10,000*l.* unpaid, and that out of the coming call, not yet due, they had received nearly 20,000*l.* in anticipation, they had the best possible evidence before them of a sound and willing proprietary; and while they had a proprietary of this kind, he had no doubt the undertaking would go on with that steadiness and success which would eventually realise the hopes and expectations of all parties concerned. The chairman, in conclusion, observed, that before going on farther with the business of the day, he would be most happy to reply to any questions, or give any explanations in his power, that would be interesting to the proprietors.

JAMES SPENCE, Esq., of Liverpool, said he felt highly delighted with all that he had heard that day respecting their great undertaking. He should return to Lancashire with the pleasing announcement that the Birmingham and Gloucester Railway was progressing harmoniously and with great success.

GEORGE ELLIS, Esq., of Bromsgrove, in moving the re-appointment of the directors whose term of office had just expired, said he proposed the resolution with great satisfaction to himself, having the most perfect confidence in the management of those gentlemen, and in their anxiety to promote the interests of the general body of shareholders.

JOHN GREEN, Esq., of Birmingham, expressed the pleasure he experienced from the report which had been submitted that day. Living as he did in the Bristol road, he had opportunities of knowing something of the coach traffic on that line, and gentlemen would perhaps be surprised to learn that sixteen or seventeen coaches passed up, and the same number down, every day, each carrying on an average from ten to eleven outside passengers, besides those who travelled inside. Before he proposed the resolution which he held in his hand, he would take the opportunity of saying that, having been on the direction, he knew something of the duties which the gentlemen who so well discharged that office had to perform. They were far more arduous than many gentlemen imagined, and he thought the sum allowed as remuneration for their labours was too little. He therefore proposed that it should be increased.

THOMAS BILEY, Esq., of Birmingham, believing that the proposition of Mr. Green was but an act of justice, felt great pleasure in seconding the resolution.

CHARLES STURGE, Esq. (one of the directors), said, they were perfectly satisfied with the remuneration which they at present received.

The CHAIRMAN observed, that fully appreciating the kind disposition of the meeting, he could state for himself, and he might add his brother directors, that they were quite content with the sum they had hitherto received. He was aware that it was much less than what was allowed to the directors of any similar undertaking, but he did not hold that to be any criterion, as they had but one object in common, that of promoting the general interests of the company.

GRAND JUNCTION RAILWAY COMPANY.

The sixth annual general meeting of the proprietors of this company, was held at the Cotton Sales' Room, Liverpool, on Wednesday week.

JOHN MOSS, Esq., in the chair.

The meeting was very numerously attended, there being not less than two hundred proprietors present. The following report of the directors was read by the secretary:—

REPORT.

The directors have now to lay before the proprietors a statement of the business of the concern during the six months ending June 30:—

The receipts for this period have been—	
From coaching (including conveyance of mails, carriages, parcels, &c., by the passenger trains)	£109,992 11 10
Carriage of live stock	5,262 15 4
Merchandise between Birmingham, Liverpool, and Manchester	9,594 0 3
Merchandise and tonnage of coal between Warrington, Liverpool, and Manchester	2,071 6 4
Total	£126,920 16 9

The amount of travelling during the first three months of the year was moderate; it has, however, been gradually increasing since May. In goods the traffic has not been extensive; the company's means, as respects engine power, not having as yet been sufficient to admit of such a reduction in rates as may be expected to command a larger business. This department is now increasing in strength, and, it is hoped, will soon enable the directors to undertake the carriage of merchandise on a more extensive scale.

From the accounts to be submitted to the meeting the proprietors will observe, that the disbursements during the past six months have been unexpectedly heavy, chiefly in the item of locomotive power. This has arisen partly from the occurrence of accidents and collisions during the winter, occasioning heavy repairs; partly from the engines being overtasked to meet the demands of the public for the carriage of goods during the stoppage of the canals by frost, as well as from the charge of maintaining at the several stations assistant engine power, which has proved to be a most valuable arrangement; and from the number of trains kept running throughout the winter. These it was not in the power of the directors to diminish, owing to the arrangements made with the Post-office; and although the terms for the business performed for that department are equitable, the fulfilment of their agreement has entailed upon the company considerable loss during the winter quarter, while the whole travelling might have been sufficiently accommodated by fewer trains. The chief cause, however, has been the necessity of replacing different parts of nearly all the engines, which were found on trial to have been deficient in the requisite strength; so much so, indeed, that some have been almost wholly rebuilt, while the same process will be required with several others. The efficiency and value of the engines will thus have been materially increased; but in the meanwhile an expense has been incurred, greatly exceeding what the directors had reason to expect as the probable charge for locomotive power. On a strict examination of these expenses, which have chiefly fallen upon the last six months, it appeared unreasonable to charge the income during this period with an outlay not partaking of the character of current expenses or ordinary repairs, but occasioned by original defects in the engines, which it was necessary to rectify, in order to render them suitable for the business of the line. It was therefore thought proper to ascertain what part of this outlay was fairly chargeable to the half year's income; and on the authority of the company's engineer, and superintendent of the engine department, the cost of replacing defective parts in the engines, &c., has been estimated at 12,000*l.*, which, added to 2625*l.* for bills paid in this half year, but belonging to the former one, making a total of 14,625*l.*, deducted from the gross outlay, would leave 22,150*l.* 9*s.* 2*d.* as the fair current charge for locomotive power, including coke, &c., the difference, 14,625*l.*, being regarded as an addition to the capital outlay of the company, in the increased effective value of the engines. The accuracy of this estimate has been confirmed by calculating the locomotive disbursements on the same scale (according to the work done) as this department cost the Liverpool and Manchester Company during the last six months of 1837; which would nearly approach the result of the estimate above mentioned. After this full explanation, however, the directors wish to leave it to the proprietors to decide, whether a transfer of such portion of the disbursements shall be made on the grounds already stated, or whether the whole shall be charged to the income of the half year. It may be observed, that although during the present six months a heavy outlay will still be required to complete the renovation of the engines, the charge will ultimately be materially reduced by this process; as has been proved by the superior performance of such engines as have been renewed. The item of coke, which many causes have rendered heavy during the last six months, is also

expected to be less during the present half year, in proportion to the business done.

During the last four months, the performance of the journeys has become much more regular; and the directors may report, that the permanent road and the works in general, are in excellent order. The passenger station in Curzon Street, Birmingham, is in rapid progress, and will be completed in a few months. In the meanwhile arrangements have been made for the convenient transfer of passengers to and from London, at the station of the London and Birmingham Company.

The proprietors have already been informed that the application to parliament for the Fiddler's Ferry Line was unsuccessful: the directors have only further to report, that the remaining clauses of the act, as approved of at a special general meeting, have received the royal assent.

An account of the disbursements of the company on capital account will be submitted to this meeting; from which it will appear, as has been stated to the proprietors on a former occasion, that additional funds will be required to liquidate the company's present debt, as well as for the completion of the Curzon-street Station, and other extra works, and for the purchase of the new engines ordered. It may also be necessary, at no distant period, to pay off some of the loans contracted by the company. The directors would therefore recommend for this purpose, the creation of half-shares, to one of which each holder of a 100*l.* share would be entitled; and that a dividend upon the amount called upon such half-shares should be payable at the same rate as upon the paid-up shares. In case the proprietors adopt this recommendation, a special general meeting, as required by the act, may forthwith be convened to ratify their decision. The first call of 10*l.* will probably be required in September, and at the special meeting the directors will be prepared to state the period at which the next calls may be expected to be made.

At the present meeting, three directors, viz., Mr. Lawrence, Mr. Ratson, and Mr. Rotherham, retire from office, and are not re-eligible; the proprietors will accordingly have to choose other directors to supply the vacancies thus occasioned.

If the proprietors decide to carry the 14,625*l.* to capital account, as suggested above, a dividend will be made of 5*l.* per share, leaving a balance of 854*l.* 4*s.* 10*d.* to be carried to the account of the current half-year.

After the reading of the report the following, among other resolutions, were adopted by the meeting:—

That prior to every future half-yearly general meeting, a valuation of the company's stock of engines, carriages, and waggon, be taken, and a statement of the same (verified by the valuers) be laid before the proprietors, together with a statement of the value or cost appearing in the company's books.

That a dividend after the rate of 5*l.* per cent. be, and the same is now declared and made out of the clear profits of the undertaking for the past half-year, and that such dividend be payable on and after Thursday, the 9th day of August inst. (the sum of 14,625*l.* referred to in the directors' report being carried to capital account.)

Thanks were afterwards voted to the chairman, and the meeting then adjourned until the following day, for the purpose of receiving the report of the scrutineers appointed to take the votes of the proprietors for three new directors, when Messrs. Thomas Ripley, James Gilfillan, and Lewin Mozley, were declared to be elected directors in the room of Messrs. Lawrence, Rotherham, and Ratson. It was stated at the meeting that the amount of receipts for Sunday travelling for the six months ending June 30th, 1838, was 7*s.* 11*d.* per share.

IRISH WASTE LANDS IMPROVEMENT SOCIETY.

A meeting of the friends and supporters of this society was held at their rooms, Broad-street-buildings, on Wednesday, 8th inst., for the purpose of receiving the report of the committee, and the consideration of different matters connected with its interests.

The Earl of Devon in the chair.

The CHAIRMAN said, he regretted that the meeting was not more numerous, but as the object of the directors was to give every publicity to their proceedings the secretary would read the report, and he (the chairman) would feel pleasure in answering any questions which the shareholders might wish to put to him.

The secretary (Mr. Wilkinson) then proceeded to read the report, which stated that "the progress made and the information obtained during the past half year had been highly satisfactory." The society had taken a lease of 5700 acres of land in Sligo, which was already in a forward state of improvement—was divided into farms, and surrounded by good roads. The other estates of the society were in course of reclamation, and it was with great satisfaction that they were enabled to state the very excellent feeling which existed on the part of the inhabitants towards the society and their agents. There was also an eagerness on the part of the people to become the tenants of the society's lands, which proved the popularity and importance of the society in that country. The directors regretted the necessity of being compelled to declare several shares to have been forfeited; but that circumstance, in place of discouraging them as to the ultimate success of the undertaking, was rather a motive to them for increased activity and perseverance in its prosecution. The balance in hand was upwards of 4000*l.*, and the half year's expenses under 800*l.*

Mr. MAUDE expressed the satisfaction he felt at hearing so favourable a report, and had no doubt that in a national as well as individual point of view the efforts of the society would ultimately be crowned with entire success. He had only to regret that the smallness of their capital restricted the sphere of their operations.

Mr. BIRMINGHAM considered that the caution and economy pursued by this society would speedily enable it to gain the public confidence. In no way could capital be more profitably extended than in reclaiming waste-lands in Ireland. There were millions of acres in that country which only required drainage to make them cultivable, and such was the stratification of the soil that in the removal of obstacles the very obstacles would afford abundant materials for manure. Many agencies were now at work in favour of the society, and amongst them railroads and the steam plough; although it was painful for him to add that many Irish proprietors had veins of gold upon their property, but who would not go to the expense of sinking shafts deep enough to get at it. The capital of this society was small, and while he would wish it to be twenty times as great, yet he was satisfied with it for the present, as he placed the greatest reliance upon the knowledge and skill which were exhibited by the society in the selection of proper spots for cultivation, and he had no doubt but that tenants would be glad to deal with them. Many Irish landlords seemed to be quite alarmed at the New Poor Law Bill—he thought very heedlessly; but, be that as it might, it would enable this company to offer such proprietors to take their surplus population at a fair and equitable rate. He had no doubt that many persons would repent their not having taken up their shares, while he felt obliged to the directors for their kindness in not having too suddenly called for their total forfeiture.

The CHAIRMAN said he concurred generally in the views taken upon the subject by the respectable gentleman who had just spoken. He had no doubt whatever of the great advantages which this society was likely to confer upon Ireland, not only as to the reclamation of millions of acres, but to the employment which it would afford the people, and the habits of kindly feeling which it would produce between landlords and their tenants. With respect to the smallness of their capital he would only say that he felt but one regret at that circumstance, and that was that it necessarily reduced the scale of their exertions; and as they must have some dead capital and some expenditure he could wish it were spread over a larger amount of capital. One thing, however, was clear, the society was *bona fide* on the increase. The working committee now went on extremely well; their attendance had been punctual in the extreme, and, with the very able assistance of Mr. Wilkinson, the business of the society was carried on with such regulation and economy as must prove highly satisfactory to the proprietary. The society was proceeding on sound principles, and he was only sorry that they had not a larger constituency.

Colonel ROBINSON said he was only anxious to give the most positive contradiction to an idle statement which he had heard, viz., that the people of Ireland were indisposed towards this society. Now, so far was that from being the fact, that they lent the society the most hearty and active co-operation, and were pressing anxious to become their tenants.

Mr. NEAGLE—Deal honestly with the people and pay them fairly, and you will find no want of workmen.

Mr. BIRMINGHAM again addressed the meeting at considerable length, urging the importance of extensive drainage and planting, not only as a source of profit to the society, but as of great advantage to the people of Ireland.

After a few further remarks from other gentlemen, the meeting adjourned to that day fortnight, having previously expressed their thanks to the chairman, for his able and impartial conduct in the chair.

PUBLIC COMPANIES.

MEETINGS.

TREVORGUS MINING COMPANY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of proprietors is appointed to be held at the office of the company, No. 12, Pancras-lane, on Thursday, the 30th day of August instant, at One o'clock.

By order of the board, C. F. KIRKMAN, Sec.

12, Pancras-lane, London, August 7.

WHEEL SISTERS MINING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of shareholders will be held at the offices of the company, on Tuesday, the 28th day of August, 1888, at Two o'clock precisely.

Offices, 27, New Broad-street, August 6.

WEST CORNWALL MINING COMPANY.—A GENERAL MEETING of the proprietors in Wheel Elizabeth Mine is hereby convened, to be held on Saturday, the 25th day of August, at Mr. Pratchett's office, Harrington-street, Liverpool, at Two o'clock precisely, to enter into the general affairs of the company, and to make such arrangements as may be then deemed expedient.

Liverpool, August 8.

GREAT LEINSTER AND MUNSTER RAILWAY.—FIRST EXTENSION FROM DUBLIN TO KILKENNY. Notice is hereby given, that the FIRST HALF-YEARLY GENERAL MEETING of the company, in conformity with the Act of Incorporation, will be held at the company's offices, 62, Moorgate-street, on Friday, the 31st day of August, at the hour of One o'clock precisely.

NOTE.—No proprietor can vote at said meeting who has not previously paid all calls due.—Proxies must be lodged with the secretary five days prior to the meeting.

FRANCIS WILSON, Deputy Chairman.

London, 62, Moorgate-street, August 3.

HAYLE RAILWAY COMPANY.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of the Hayle Railway Company will be held at their offices, as under, on Thursday, the 30th instant, at One o'clock precisely.

Rectory-house, London-wall, August 6.

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that the HALF-YEARLY MEETING of this company, pursuant to Act of Parliament, will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 29th instant, instead of Thursday, the 30th, as heretofore advertised. The chair will be taken at Twelve o'clock precisely.

By order, HENRY AMSINCK, Secretary.

Thames Haven Dock and Railway-office,

28, Moorgate-street, August 9.

THAMES HAVEN DOCK AND RAILWAY COMPANY.—The General Half-Yearly Meeting assembling the subscribers in London, on Wednesday, the 29th inst., the directors propose visiting the works at the dock at Thames Haven on the following day (Thursday), and will feel much gratified if the subscribers would accompany them on that day, and view themselves the property, situation, and advantages it offers. A steam vessel will be engaged at the company's expense, and the necessary refreshments provided on board at the individual charge of the party. It is requested that every subscriber who proposes to attend, will intimate his intention at the office, with the number of friends he brings, by Monday, the 27th, that provision may be made accordingly.

Office, 28, Moorgate-street, August 9.

HENRY AMSINCK, Secretary.

CALLS.

GREAT NORTH OF ENGLAND RAILWAY.—SEVENTH CALL. Five Pounds per share, making the total amount called for £23 per share.—The Directors of the Great North of England Railway Company hereby give notice, that a CALL of FIVE POUNDS per SHARE, on each of the shares of the said Company, has been made, and is payable on Thursday, the 29th day of August, at the office of the company, at the following places:—

In London.—At Messrs. Drewett and Fowler's, Liverpool.—The Commercial Bank of Liverpool.

York.—The York City and County Banking Company.

Newcastle, Shields, Sunderland.—The Northumberland and Durham District Banking Company.

Durham, Darlington, Stockton, Thirsk, Northallerton, Bishop's Auckland, Barnard Castle, Messrs. Backhouse and Co.'s, or their Agents; or may be remitted through any country banker to Messrs. Drewett and Fowler, as above. Interest at 5 per cent. will be charged on all instalments not paid at the time mentioned.

By order, FRANCIS MEWBURN, Clerk to the Company.

Great North of England Railway Office, Darlington, July 24.

WEST DURHAM RAILWAY.—The Directors of the West Durham Railway Company hereby give notice, that a CALL of ONE POUND per share has this day been declared, to be paid on or before the 1st September next, to Messrs. Glyn, Halifax, and Co., bankers, London; or to Messrs. Backhouse and Co., Darlington.

The directors take this opportunity of acquainting the shareholders that the abutments for the bridge across the river Wear, the most difficult part of the works on the line of railway, are now completed, and ready for the reception of the platform. Contracts have been made for the works down to the river Wear; the materials have been delivered on the ground; and the engineer reports that the works can be completed in nine months' time.

32, Great Winchester-street, London, August 2.

NEW GRANADA MINING COMPANY.—The Directors of the New Granada Mining Company have made a CALL of ONE POUND per share, in conformity with the regulations endorsed on the certificates, which is to be paid to Messrs. Spooner, Attwood, and Co., Gracechurch-street, on or before the 15th of September next. It will be necessary to take the certificates to the bankers, that the receipt of the call may be endorsed thereon.

By order of the Board of Directors,

JOHN CHAPMAN, Secretary.

Office, 3, Freeman's-court, Cornhill, London, August 2.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given, that at the Annual General Meeting held this day, at the office of the company, a CALL of FIVE SHILLINGS per share was voted unanimously. Such call is hereby accordingly made on the shareholders, payable at the banking-house of Messrs. Barnett, Hoares, and Co., Lombard-street, on or before the 11th August next.

15, Great St. Helen's, July 31.

TYR GUNTER and CEFN CWSE COLLIERY COMPANY.—The Directors of this company hereby give notice, that in accordance with Article No. 7 of the resolutions agreed upon at a meeting of the shareholders on the 4th of November, 1887, a CALL of TEN POUNDS per share is made, to be paid into the London and Westminster Bank, Throgmorton-street; or to the account of the company, at the Bridgend branch of the National Provincial Bank, on or before the 15th October next.

2, St. Mildred's-court, August 11.

DIVIDENDS.

COPIAPO MINING COMPANY.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid to the proprietors, at the company's office, No. 22, Austin-friars, on Wednesday, the 15th of August, and following days (between the hours of twelve and three), pursuant to a resolution passed at the last Annual Meeting, held on the 28th ult. The certificates must be brought to the office on applying for the dividend, when Ten Shillings per share, reserved out of profits in hand, in part payment of the call made in July, 1887, will be inscribed thereon.

By order of the directors,

22, Austin-friars, August 1.

FRED. GRELLET, Sec.

RELISTIAN MINE.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid at the Office of the Company, 10, Broad-street Buildings, on Thursday, the 16th of August, and the following days from Twelve to Three o'clock.—July 26.

The transfer book will be closed on the 12th, and opened on the 17th of August.

WICKLOW COPPER MINING COMPANY.—At the Half-Yearly Meeting held in Dublin on the 24 inst., a DIVIDEND of SIX PER CENT was declared on the capital stock of this company, payable on and after the 1st September, at No. 43, Dame-street, Dublin; and at Mr. James Mollan's, 22, Tokenhouse-yard, London.

London, August 8.

BRITISH COPPER MINING COMPANY.—The Directors do hereby give notice, that the affairs of this company being now wound up, a DIVISION of TWO SHILLINGS and NINE PENCE per share, in full distribution of the assets, will be made at this office on Friday next, the 17th inst., and on each succeeding Friday, between the hours of Eleven and Three o'clock. A numerical list, with the scrip receipts, must be left at the office two days previous to payment.

W. MILLS MIDWINTER, Sec.

4, Adams-court, August 16.

THAMES OMNIBUS STEAM-PACKET AND PIER COMPANY.—Capital £200,000, in 20,000 £10 shares. Deposit 10s. per share, in part of the First Call of £2 per share.

Ten thousand shares to be issued immediately, and the remainder at a future period, the preference to be given to original shareholders.

Notice is hereby given, that no application for shares in this company will be received after the 14th inst., when the allotment of shares will close; and that the certificates of shares will be exchanged for the bankers' receipts within one week from that period.—All applications to be addressed to the Directors, under cover to the Secretary, at the company's offices, 13, King William-street, City; or William Corfield, Esq., solicitor, No. 2, Bolton-row, May-fair.

By order of the Board,

CHARLES FREDERICK LYE, Secretary.

ANTI DRY-ROT COMPANY.—At a General Meeting of the Shareholders, held on Thursday, the 12th of July, 1888,

WILLIAM REVELL VIGERS, Esq., in the chair,

The following report of the directors was read:—The directors of this company have taken the earliest opportunity that circumstances would permit, to summon a meeting of their shareholders, in order to place before them a summary of their proceedings, and to state their views as to the present and future prospects of the company.

They need hardly state to the shareholders how important it would have been for their interests had they succeeded, at the present time, in obtaining an extension of the term of the patent, and every possible exertion was made in order to accomplish that desirable end. They, in the first instance, had a bill prepared and presented to Parliament, for the extension of the patent, upon the principle of offering an equivalent to the Government and the public, by a reduction of the rate of charge. This bill passed the first reading, but was not further proceeded with, in consequence of the Board of Trade, when it stood for the second reading, declaring the Privy Council to be the proper tribunal to which the company ought to apply. In consequence of this declaration of the Board of Trade, the case was brought before the Privy Council, which refused to take it, at present, into consideration, on the ground that there was ample time for the shareholders to reap an abundant harvest, the patent being now so well established in public opinion, and eight years of its term remaining unexpired.

The directors consider they were fully justified in their application for an extension of the term, not only for the benefit of the shareholders, but on the strength of their case, for the nature of the invention is such, that many years of the patent have necessarily expired, before the public have become thoroughly convinced of its efficacy; and the very circumstance of the Admiralty having occupied so many years in experiments, is proof sufficient of the delays to which the process has been subjected, by a department of the Government to which the discovery, in a national point of view, is of such paramount importance.

The Ordnance Department has, after long and severe experiments, adopted the process in every department of that service, and the directors intend immediately to renew their applications to the Admiralty, in consequence of the following important recent occurrence.

The Dutch Government instituted, some years since, a most extensive comparative trial, in five dock-yards, on various descriptions of timber, extending over 214 pieces, in order to test the merit of Kyan's process.

A commission, consisting of one councillor of the Home Department, and three chief builders of the Dutch Navy, was recently appointed, in order to report the result, and it appears from their report, unanimously agreed, that the experiments were most triumphantly successful; the Dutch Government have, in consequence, ordered the adoption of the process in all their dock-yards, and have officially notified that the immediate use of the process for the Dutch navy may be publicly made known to this country. The directors of this company have entered into a very advantageous arrangement to supply the corrosive sublimate, a considerable quantity of which they have already shipped.

The shareholders will perceive, that apart from any pecuniary advantage resulting from the adoption of Kyan's process, by a Government of such known caution, the moral effect must be of incalculable advantage to the best interests of this company, inasmuch as it at once puts at rest all doubts of its efficacy and value, and will prove to our own Government, and to ship-owners, that every trial, however severe, if fairly conducted, tends to establish it more completely.

The directors will cause the said official report to be printed and distributed, so that the public may perceive with what minuteness and care the experiments have been made.

The directors, in the face of so many "proofs," have nevertheless not only to contend with the prejudices, but also with the interests of many who imagine they are more likely to be benefited by the decay of timber than by its preservation.

Notwithstanding these heavy drawbacks, they have to congratulate the shareholders on the steady increase of the process throughout the kingdom, and they consider that the thanks of the company are due to those enlightened architects and engineers, who, being satisfied of its efficacy, have adopted it in all their various undertakings; for the directors have the pleasure to inform the shareholders, that every architect and engineer of any eminence in the kingdom, not only introduce it in their specifications for works, but recommend it wherever their influence extends.

The effect of this powerful patronage on the part of architects and engineers, is certainly very great, yet the directors are bound, in candour, to state, that they still encounter prejudices where they should least have expected them, viz., among the ship-builders—they had conceived that an invention so eminently calculated for the preservation of life and property, would be generally acceptable, impartially investigated, and universally adopted by that class of persons, and such they feel must ultimately be the result; in the mean time they cannot too forcibly impress on every shareholder the necessity for individual exertion among their connections, who may be ship-owners, to make known the invention, and explain its merits, under the full conviction that they are recommending a process of tried and certain efficacy, and of immense importance in every point of view, to one of the greatest interests in this kingdom.

The directors have convened the present meeting for the purpose of acquainting the shareholders as to the steps they recommend to be taken in regard to the accounts of the company, and a declaration of a dividend.

The shareholders must be aware that, pending the application for an extension of the term, it was necessary, for obvious reasons, that the accounts of the company should be ascertained as it were to remain in abeyance; many negotiations for licenses, both public and private, were made contingent on the result, and all payments on account of them were suffered to stand over.

At the last general meeting, it was decided that land should be purchased at Gloucester, but the directors are of opinion, that however valuable such land may ultimately become, it would be more consistent with the original views of the company, to dispose of such portions as may not absolutely be required for the operations of the company, and they intend immediately visiting Gloucester, to carry such purpose into effect.

It is therefore proposed, in order to arrange the several matters in question satisfactorily, with full benefit to the interest of the company, and to collect the large amounts due for revenue, corrosive sublimate, and licenses, that the accounts should be made up to the 30th September next, and that this meeting shall adjourn to Monday, 22d October, when a further report, and also a statement of the accounts, will be laid before the proprietors, which the directors confidently rely will be highly satisfactory, and will amply justify a declaration of a dividend of £2 per share, payable in November, which is the intention at the time to announce.

The directors have further to state that as in December next, the period of their official term expires, they have determined to resign, at the meeting in October, when it will remain with the shareholders to form the direction anew, for which the present directors will be eligible.

In conclusion, the directors can, with confidence, affirm, that the present position of the company is most satisfactory, and justifies them in expecting that each succeeding year will greatly increase their revenues by the general adoption of the process, in the United Kingdom, and the directors feel deeply gratified that their exertions have brought into general knowledge and practical operation one of the most important and useful discoveries that has ever been known in the civilised world.

The Report of the Directors having been read, It was moved by Simeon Warner, Esq., and seconded by John Middleton, Esq., and

That the Report now read be received, and printed at the discretion of the directors.

Resolved unanimously, That F. Waller, Esq., and W. Heseltine, Esq., be auditors of the accounts of the company.

It was moved by Samuel Amory, Esq., and seconded by James Norris, Esq., and

Resolved unanimously, That the cordial thanks of the shareholders be given to the directors for the zeal and ability with which they have conducted the affairs of the company, and that this resolution be appended to the report.

Resolved unanimously, That this meeting do adjourn until Monday, the 22d October, at which time a dividend of £2 per share will be declared payable in November next.

It was moved by Captain Ewbank, seconded by S. N. Barber, Esq., and

Resolved unanimously, That the cordial thanks of this meeting be given to William Revell Vigers, Esq., for his able conduct in the chair this day.

WILLIAM MORGAN, Secretary.

NATIONAL LOAN FUND LIFE ASSURANCE AND DEFERRED ANNUITY SOCIETY.

No. 26, Cornhill, London.—Capital £500,000.

EMPOWERED BY ACT OF PARLIAMENT.

PATRON—His Grace the Duke of SOMERSET, F.R.S.

DIRECTORS.

T. LAMIE MURRAY, Esq., Chairman.

Col. Sir Burges Camac, K.C.S.

J. Elliott, M.D., F.R.S.

Charles Farbrother, Esq., Ald.

H. Gordon, Esq.

Robert Holland, Esq., M.P.

Physician—J. Elliott, M.D., F.R.S., 37, Conduit-street.

Surgeon—E. S. Symes, Esq., 38, Hill-street, Berkeley-square.

ACTUARY—W. S. B. Woolhouse, Esq., F.R.A.S.

By the new principles of Life Assurance in this Society, many essential advantages, besides that of securing a provision for a family, or for old age, are gained by the assured, and thereby a vastly increased value is given to each policy effected with the Society.

SPECIMEN OF ANNUAL PREMIUMS TO INSURE £100.

Age 20.	Age 25.	Age 30.	Age 35.	Age 40.	Age 45.	Age 50.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 13 7	1 18 6	2 4 4	2 10 11	2 18 8	3 9 4	4 4 2

SPECIMENS OF DEFERRED ANNUITIES.

BENEFITS.			PREMIUMS.		
Options secured on attaining the age of Sixty-five, by an Annual Premium of £2 12s.			To secure, on attaining the age of 65, the option of ...		
Age.	Annual.	Cash.	Age.	Annual.	In one Sum.

Age.	Annual.	Cash.	Age.	Annual.	In one Sum.
20	£ s. d.	£ s. d.	20	£ s. d.	£ s. d.
25	47 16 6	394 11 0	25	0 19 6	16 7 11
30	26 15 10	221 2 0	30	0 17 3	14 9 10

Also Annuities commencing at any other Age.

Prospectuses, detailing the objects of the Society at length, with every variety of Tables, may be had by application at the Office, and any of the Branches which are established in most of the principal towns.

F. FERGUSON CAMROUX, Secretary.

THE PATENT SAFETY FUZE.

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cambridge, Cornwall.

PUBLIC COMPANIES.

MEETINGS.

Bristol and Exeter Railway	Merchants' Hall, Bristol	Aug. 14	12.
London Caoutchouc	23, King-street, Cheapside	14	1.
Comb Martin and North Devon Mines	On the mine	15	12.
Great Western Railway	City of Bristol	15	11.
Birmingham, Bristol, & Thames Junction	1, Robert-street, Adelphi	15	12.
London Grand Junction Railway	City of London Tavern	16	12.
London and Greenwich Railway	City of London Tavern	20	12.
Northern and Eastern Railway	City of London Tavern	20	12.
Shipowners' Towing Company	102, Lendall-street	20	1.
London and Birmingham Railway	City of London Tavern	21	11.
Eastern Counties Railway	London Tavern	22	1.
Glasgow, Paisley, and Ayr Railway	Glasgow	22	12.
North Midland Railway	City of London Tavern	23	2.
Great Cornwall Mining Company	Pratchett's office, Liverpool	23	2.
Wheal Sisters Mining Company	37, New Broad-street	28	12.
General Steam Navigation	69, Lombard-street	28	1.
Thames Haven Dock and Railway	London Tavern	29	12.
Trevorgus Mining Company	12, Pancras-lane	30	1.
Hayle Railway Company	Rectory-house, London-wall	30	1.
Commercial Railway	London Tavern	30	11.
Great Leinster and Munster Railway	62, Moorgate-street	31	1.

CALLS.			
St. Hilary Mining Company.....	58. Aug.	11.	Barnett, Hoares, and Co.
Manchester & Birmingham R'way.....	34.	11.	Smith, Payne, and Smiths.
Taff Vale Railway.....	104.	18.	London & Westminster Bank.
Essex Marine Salt.....	21.	16.	11, Abchurch-lane.
Manchester and Leeds Railway.....	104.	16.	Cunliffe, Brooks, and Co.
South-Eastern Railway.....	21.	20.	Glyn and Co.
Great North of England Railway.....	51.	22.	Drewett and Fowler.
Great Wheel Prosper.....	58.	24.	J. W. Lubbock and Co.
London, Newcastle, &c. Shipping.....	11. Sept.	1.	62, Threadneedle-street.
Grand Junction Water works.....	47.	1.	25, Old Bond-street.
West Durham Railway.....	17.	1.	Glyn, Halifax, and Co.
Canada Company.....	21.	10.	Masterman and Co.
New Granada Mining Company.....	11.	15.	Spooner, Attwood, and Co.
Wheal Gilbert Mining Company.....	58.	15.	Grylls, Redruth, Hore, Lond.
Bischoe Bridge Mining Association.....	38.	Oct.	13. Williams and Co.
Ty Guntar & Cefn Cwse Colliery.....	104.	15.	London & Westminster Bank.

Copiapio Mining Company	10s. per sh.	22, Austin-friars Aug. 15.
Reilston Mining Company	10s. per sh.	10, Broad-st.-bul d'gs. 16.
Colonial Bank	2 per cent.	13, Bishopsgate-street 20.
Minning Company of Ireland	6 per cent.	Office, Dublin.
Wicklow Copper Mine	6 per cent.	22, Tokenhouse-yard.
Commercial Bank, New Orleans	7 per cent.	London
Standard of England Assurance	5 per cent.	Half-yearly.
City of Dublin Steam	3 per cent.	15, Eden-quay
Argus Life Assurance	5 per cent.	39, Throgmorton-st.
Llanelli Railway and Dock Company	4 per cent.	
Marine Insurance	5 per cent.	27, Cornhill

NOTICES TO CORRESPONDENTS.

Our correspondent, a "Lieut. in the Madras Artillery," will no doubt hear from Mr. Concanen in reply to his letter, inserted in our present Number. By calling at our office he may at any time see the original drawing on a large scale of the "Wind Machine" in question.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, AUGUST 11, 1888.

In our last Number we briefly adverted to the late very important decision of the House of Commons, with regard to the Duties on Foreign Tin, and also to the existing Coinage Dues—the former being made admissible at a very low rate of duty, the latter abolished altogether. We believe we shall be justified in stating, that no branch of mining industry has ever experienced such a sudden and complete revolution as will be occasioned in the tin trade by these changes; nor is it easy, perhaps, indeed, even possible, to foresee the entire working of the new system, and the full effects which it will have upon our tin mines.

The state of our tin mines is well known to be much depressed, and this depression has, unfortunately, been of considerable duration—a circumstance naturally leading the miner to look for relief in that quarter where it was alone to be expected—an exemption from a partial and onerous tax, which, although borne for centuries without complaint, when it could, without serious inconvenience, be sustained, has latterly, since the great and increasing competition of foreign tin, been felt as a heavy and unjustifiable burden. From the general line of policy which has for many years been pursued by Government, it was, however, to be expected beforehand, that any anticipated relief from the abolition of the Coinage Dues would not be altogether an unmixed benefit, as it would doubtless be accompanied by a reduction of the duty on Foreign Ores. It was accordingly declared, some months ago, by the CHANCELLOR of the EXCHEQUER, in answer to a deputation on the subject, that the two measures, the abolition of the Coinage Dues and the reduction of the import duty, "must be considered in conjunction."

It is, therefore, upon this basis that the question has at length been settled: to the general fairness of the principle acted upon, we believe no objection can be made, and time can alone prove whether, from the working of the system, the anticipated benefits will result to our tin mines, which ought reasonably to have been expected when relieved from an onerous and partial tax, to which they have from time immemorial been exclusively subjected. It is certainly, however, our own impression, that the tin mining interest has been rather hardly dealt by in the business, and that so great a change of existing duties ought not to have been, at any rate immediately, coupled with the abolition of the Coinage Dues. Without presuming to fix upon the exact amount of change that was required, we regret to see that a minimum protecting duty has at once been fixed; and also that so ancient and important a branch of our mining industry should have been looked upon in so narrow and unworthy a point of view as a mere source of revenue

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

HANCOCK'S PATENT SAFETY STEAM-BOILER AND LOCOMOTIVE ENGINE MANUFACTURING COMPANY.

We briefly alluded to this company last week, and have since learned that it has for its object the manufacture of Mr. Hancock's patent safety boilers for steam-vessels and carriages of all kinds, and improved locomotive engines for railways and common roads. The lamentable accidents which have so frequently occurred to steam-vessels from the bursting of boilers, one of which has been brought so lately before the public, is, we think a sufficient proof how much a boiler, perfectly free from the awful dangers arising from explosion, is wanted for the purposes of steam navigation, more particularly at the present moment, after the rapid strides which have been just made in that department. We perceive by the prospectus, that there are many other advantages arising from Mr. Hancock's boilers, and his mode of arranging the machinery, of considerable importance to locomotive and other engines generally, for a more detailed account of which we refer to the prospectus in our advertising columns.

We are glad to witness the formation of a company having so laudable an object in view as the one now before us; and if we might venture to give an opinion upon the probability of its success, we should say that, looking at the enormous demand at the present time for steam-engines and machinery of a similar nature, that any important improvement in this department must ensure a vast trade to the company, more particularly as it is in contemplation to manufacture all kinds of machinery, if thought advisable by the directors to do so.

BRISTOL TONTINE.

Divided into 900 shares of £20 each.

The arrangements made in the formation of this scheme are, to secure to its members security from loss or diminution of capital; against liability, beyond the amount subscribed; and a guaranteed return of 5 per cent. per annum on the money invested.

ANTI DRY-ROT.

We have much pleasure in inserting the following letter, detailing various tests to which this process has been submitted:—

"On the 27th September, 1837, two props, prepared by Kyan's process, were sent to this colliery, for the purpose of trying the effects that might be produced upon them, in an underground atmosphere. On the 30th of the same month, I ordered them to be placed as supporters by the side of the underground railway in the engine-pit, about 300 yards north-west of the shaft. Simultaneously thereto, I ordered two props of the same sort of wood, and of the same scantling as those of the prepared, to be set alongside, in order to discover how each set of props were affected, and what changes they might undergo during their time of confinement in the mine. On my frequent visits underground, I examined the state of the props in question, and found in about three months from the time of setting, that the unprepared props were seriously affected, indeed, nearly covered with fungi; while the prepared ones were not affected in the least. All the props here referred to were taken out of the mine on the 27th inst., and on inspection were found to be as follows:—The unprepared props were nearly rotten, and rendered entirely useless, for carrying the weight of the roof under which they were placed: the prepared props were as sound as the first day they were sent down the pit; on cutting into the prepared props with a knife, I found the wood considerably harder than when first exhibited; and this appears to me, to be the only perceptible difference, that those props have undergone since their lodgement in the mine. I send herewith, samples of the prepared and unprepared props, after they were drawn up the pit on the 27th inst. I have also to mention another experiment to test Kyan's process:—On the same day the props were sent down the pit, namely, on the 30th September 1837, four small bags, two prepared by Kyan's process and two unprepared, each containing a piece of No. 2 canvas, a small coil of cordage, and a piece of sowing twine; the bags, cordage, &c. were placed on an archway about 600 yards north-west of the engine-shaft, this place I considered best for the experiment, previously knowing, that the air in that part of the mine would be more liable, from its damp state, to hasten on the decay of the timber, and other vegetable substances placed under its influence.

"The result of this experiment has been, that in less than three months, the unprepared canvas, cordage, and twine (the whole of which accompanies this report) was so materially affected, as to be nearly rotten, or at least rendered totally unfit for any useful purpose—the bags prepared by Kyan's process (the whole of which I send herewith) are now in as perfect a state, as when first introduced into the mine.

"I am now going on with various other experiments, on a more extended scale, to test the Kyan process, and though I must confess that no man was more sceptical than myself, at the first outset, yet I must say, and that too with great pleasure, that I believe the corrosive sublimated made use of, in its prepared state, as prescribed by Kyan, is a complete antidote against dry-rot in timber, and other vegetable substances.

"Cranlington Colliery, July 29th, 1838."

"JOHN STRAKER."

THE BRITISH ASSOCIATION.—The British Association, which is appointed to assemble at Newcastle on Monday, the 20th of August, bids fair to be a meeting of great interest, and to be more numerous attended than any former meeting of that body. A room, which will hold 4000 persons, is now being fitted up for the evening meetings, and a dining room that will accommodate 900. Already 1000 local members are enrolled, which exceeds by above 300 either of the two last meetings at Bristol and Liverpool, and more than 2500, has been obtained by local subscription. 1000 ladies' tickets are to be issued, and they will be admitted to two of the sections. There is to be an exhibition of models, philosophical instruments, and products of national industry, which will consist of two parts:—Specimens connected with the arts and the development of national industry. 1. Local.—Articles manufactured in the district, showing the nature of the products of local industry, the present state of the manufactures, specimens illustrating the improvement or progress of the several branches. 2. General.—Products of industry from all parts of the kingdom, specimens illustrating the different steps from the raw material to the finished article, and raw materials of a less common kind, which are or may be applied to useful purposes in the arts. Mechanical and Philosophical, consisting of models of machines, or parts of machines, old, new, or improved; or illustrating the gradual progress of invention; models of working in mines, philosophical instruments, remarkable minerals, interesting geological sections, fossils, rare or curious specimens in any branches of natural history.—*Newcastle paper.*

PREVENTION OF THE INCORUSTATION OF THE BOILERS OF STEAM-ENGINES.—The following method employed by Captain Kennedy, commanding her Britannic Majesty's steamer *Spitfire*, to prevent the incrustations or deposits of saline matter on the inside of the boilers of steam-engines, has been communicated by him in a letter to M. Gautier, of the French consulate at Malta. Captain Kennedy recommends, after having well cleaned the boilers and tubes, to coat those parts of their interior surface most exposed to the action of the fire with a mixture composed in the proportion of eighteen pounds of melted suet and three pounds of powdered black lead. He states that the advantages of this application have been so fully tested by experience that the Lords of the Admiralty have resolved that all the government steamers shall for the future be provided with a sufficient quantity of the above-mentioned ingredients.

LEEDS RAILWAY.—"Amongst the railways now in course of execution in the manufacturing districts (says the report of the directors of the Manchester and Liverpool Railway, read at the half-yearly meeting last week), the Manchester and Leeds is perhaps the most important. From the directors of this railway the Liverpool and Manchester board have lately received a proposition to consider the desirableness of a connecting railway, of something less than two miles in length, to unite the two main lines in the immediate vicinity of Manchester; thus forming a continuous line of railway from Liverpool to Leeds, or by means of the Selby Railway to Hull. The subject of this proposition is one of great importance, and accordingly will receive the best consideration of the directors."

ORIGINAL CORRESPONDENCE.

REETH CONSOLS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—At the London Tavern, on Saturday last, a general meeting of the shareholders in Reeth Consols (near Towedack) was held (Mr. W. M. Thomas in the chair), at which the report of the directors and financial statement were read, and, in so far as the report related to the speculative prospects of the mines, it was not scanty of great promise; but as it concerned the dry matter-of-fact statement of pounds, shillings, and pence, it certainly exhibited anything but a "kindly" aspect, for, although the scrips state the company to consist of 20,000 shares of 5l. each, with a deposit of 2l. per share, or in the whole 40,000l., it now appears (I understand, for the first time), after having been in operation about two years, that the total cash receipts have been only 8728l. 17s., viz.:—

4280 shares! deposit £2 per share	£8,560 0 0
Tin sold	168 17 0
And the expenditure and liabilities amount to	8,728 17 0
	11,712 15 2

Thus showing

as the amount for which the company is now in debt; but as the directors fix this item at 3854l. 8s. 7d. I cannot understand how this difference of 870l. 10s. 5d. arises, unless some error, which I am not aware of, has crept into the figures, which were hastily taken. It also appeared from the accounts that 6000 shares, with 2l. per share, or 12,000l. endorsed, has been given to Mr. W. M. Thomas on account!—for what?

This is a startling sum, and the balance not being mentioned, I should almost fear is also "pretty considerable."

The management has been for some time in the hands of Mr. W. M. Thomas, and one coadjutor, but two highly respectable gentlemen from Leeds (where the shares are held to a large extent) were appointed directors, with the hope of infusing confidence, and of getting off some of the shares remaining on hand, and thereby setting the concern again on its legs.

Perhaps you will not object to insert this letter in your journal for the information of the shareholders generally, many of whom may otherwise remain in ignorance of their prospects, after the further outlay of "a little more money."

Your very obedient servant,

Z.
[We understand the directors' report and accounts alluded to by our correspondent will be printed and in course of delivery next week; and we shall therefore defer any remarks until we have these documents before us, when we shall carefully compare them with former statements.—Ed. M. J.]

WIND MACHINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In No. X. of your Supplement I met with a description of a Wind Machine, with a drawing, by E. Concanen, Esq. The writer believes that any person will be able to construct a model from the drawing he has given; but I have found that the person whom I wished to employ does not understand the description sufficiently. Now, Sir, I am about to ask Mr. Concanen, through you, to be kind enough to have a working model constructed for me, of wood, as the least expensive material, and of such dimensions as he thinks proper, and I will gladly repay any expense he may be put to. I am not entitled to ask this of Mr. Concanen, I therefore proceed to state why I do so, hoping that the motive will justify the liberty. I am an Indian officer, and have long wished that I could give the poorer natives of India a cheap method of raising water, and performing some other simple jobs, as expressing oil from the seed, sugar, &c., &c. A windmill has long been the subject of my study, but I have never succeeded in planning such a one as would be within the very limited means of the mass of the Hindoo community—yet a wind machine is the very one of all others for a country where the wind is certain for months together, both as to force and direction. As a military man I can have no personal interest in this, but I would willingly pay some small sum to serve the country where my lot is cast, and I hope Mr. Concanen will consider this a sufficient excuse for my intrusion.

Your obedient servant,

Grosvenor-place, Aug. 4. A LIEUT. IN THE MADRAS ARTILLERY.

[Being doubtful of Mr. Concanen's present address, and therefore unable to forward the above letter to him, we insert it here, as the surest mode of meeting his eye, and thus forwarding our correspondent's wishes. Perhaps Mr. Concanen may now be able to furnish us with further information either regarding the machine in question or on other subjects of interest to the mining world.—Ed. M. J.]

IRISH RAILWAY COMMISSION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As an Irishman, deeply interested in the welfare of my country, and in the peaceful agitation of her commercial energies, I wish to direct your attention to the report just made by the Irish Railway Commissioners, under the conviction that it is a report which demands public investigation.

The leading article of the *Morning Chronicle* of Thursday urges me to do this. It might have struck the writer of that article, that if the main line projected by the commissioners ran through the most important districts, it could not have been necessary to have had branches from that main line to Clonmel, containing 15,000, and Kilkenny, containing 23,000 inhabitants; neither would Carlow, with more than 11,000 in population, have been left without any railway. All these three places lie in a direct line with each other. On the other line lie Maryborough, Cashel, and Thurles, which have been preferred by the commissioners, though collectively they do not contain 20,000 inhabitants.

But, Sir, the commissioners propose to lay down the shortest lines of communication between Dublin and the most important cities and towns in the south of Ireland, "through those districts where trade is most active and extensive." These districts must, of course, be those through which the present intercourse exists.

The lines proposed by the commissioners do not, however, follow any part of the existing line of intercourse to Waterford or to Kilkenny, a very small portion of that to Limerick, and not the ordinary route to Cork; while the distance to Waterford, according to the plan of the commissioners, is 141 miles (forty-six miles longer than the present mail coach road), and Wexford, as well as Carlow, are deprived of the benefit of railway communication.

The peculiarity of these lines must most materially affect the profit likely to ensue from their adoption. The commissioners state the average profit to be expected at only from 3l. 10s. to 4l. per cent., and thus, these lines being presumed by those unacquainted with the country to be the best, this commission, intended only to direct and assist public enterprise, will be attended with the effect of damping public spirit and of checking the employment of capital in that country where its diffusion is most required.

The commissioners' branch to Limerick will illustrate this point. It is thirty-five miles in length, and chosen for its cheapness, but the profit expected by the commissioners is only 7s. 10d. per cent. Why, then, it may be asked, has it been heretofore proposed to construct a separate railway from Dublin to Limerick with the prospect of advantage? For this simple reason:—It was then proposed to lay the line in the existing channel of intercourse, and so that it might combine the joint traffic of several places. The commissioners adopt in their language the same principle, but in practice neglect it upon every occasion, so far as the south of Ireland is concerned. This branch, for instance, does not pursue any ordinary way of communication, and is not of service to even one intermediate town. Can any one be surprised at the result?

There is much more that might be added, but I will not trespass on you longer. I will recur to the subject if you think it deserving notice.

I am, Sir, your obedient servant,

August 9. A CONSTANT READER.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 4th instant, was as follows:—Gold coin to South Australia, 451 oz.; silver to ditto, 17,295 oz.

STAFFORDSHIRE HEMP AND FLAX COMPANY.—We are glad to hear that the arrangements of this important company for the establishment of a factory at Rugeley are nearly completed, and that the deed of settlement is now printed.—*Staffordshire Advertiser.*

The Report of the Irish Railway Commission was alluded to in our last Number, as likely to prove of great value to that country, from furnishing an immense fund of information, derived from the most authentic sources, with regard to the natural resources of Ireland. To one, and not by any means the least important of them, her mines and minerals, we then adverted; and to another, the reclamation of her waste lands, our attention has since been directed, by the report of the late meeting of the "Irish Waste Lands Improvement Society," which will be found in another part of our columns. It is satisfactory to find, that although the operations of this company are carried on upon only a limited scale (far more so indeed than the importance of the object deserves), that they have been entirely successful, and that the cordial well wishes of the people attend their praiseworthy endeavours to combine individual benefit with public good. We hope the time is not far distant when Ireland will stand in her real position with regard to England, and the development of her great natural resources will form alike a source of employment and happiness to her population, and an important addition to the wealth of the United Kingdom.

The importance of economising fuel in all manufactures where it is largely employed, and more especially in the vast consumption required by the steam-engine, is of so obvious a nature, that we have on all occasions readily devoted a portion of our columns to the consideration of this interesting subject. We have lately directed attention to an improvement of steam-boilers proposed by Mr. WILLIAM BELL, of Edinburgh, which is stated to lessen the consumption of fuel to the great extent of 33 per cent., and which therefore promises to be of great benefit generally, but more especially to marine engines, which, with the present brilliant and expanding prospects of steam navigation, must be a subject of peculiar interest both to the public and capitalist. Mr. BELL's improvement is described at length in an article which appears in another part of our columns, we need not, therefore, enter here upon any technical details respecting it. Its value is confirmed on the authority of experiments by Dr. FIFE, and the patentee has evidently great confidence in its success, since he grounds his remuneration on the same principle which was employed by Mr. WATT, in the introduction of his steam-engines—a charge proportionate to the saving of fuel. Should these improvements admit of successful application to marine engines, which there appears no reason to doubt, the consequences will of course be highly advantageous, as pointed out in the article to which we have referred.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 94 for money, and 94 1/2 time; Three-and-a-Half Reduced 101 1/2 102; and the New Three-and-a-Half 101 1/2 102; Bank Stock 207 1/2 208; and India Stock 265. Premium upon Exchequer Bills 76 78; and on India Bonds 76 78.

Portuguese New Fives 35 1/2, and the Threes do. 23 1/2. Spanish Bonds, with the May Coupons, 21 1/2 22; and Drawn Bonds 18 1/2. Brazilian Bonds 82 1/2. Danish Bonds 75 1/2. Dutch Two-and-a-Half per Cents 54 1/2, and the Old Fives 102 1/2.

Great Western Railway Shares 12 1/2 13 prem. Brighton 1 1/2 1 1/2 dis. Greenwich 3 1/2 dis. Australasia Bank 5 pm.; British North American 1 1/2 1/2; and Provincial Bank of Ireland 16 1/2 17 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94 1/2; Exchequer Bills, 76 78 premium; East India Bonds, 76 78 premium; Dutch Fiveper Cents., 102 1/2 102; Ditto Two-and-a-Half per Cents., 54 1/2 54; Portuguese Five per Cents. 35 1/2; Ditto Three per Cents. 23 1/2. Railways:—Brighton, 2 1/2 dis.; Great Western, 12 1/2 13 premium; London and Birmingham, 80 82 premium, New, 23 24 premium; Southampton, 45 46 per share; New, 20 1/2 21 1/2 prem.; York and North Midland, 2 1/2 dis.

REDRUTH, AUG. 9.—Average standard, 103l. 10s. 0d.—Average produce, 8l.—Average price, 5l. 16s. 0d.—Quantity of ore, 3746.—Quantity of fine copper, 307 tons 17 cwt.—Amount of money, 21,575l. 6s. 6d.—Average standard of last sale, 106l. 18s.—Produce, 7.

LIVERPOOL SHARE MARKET, AUG. 2.—Grand Junctions have been in demand to day, and sales made at an advanced figure; there remain purchasers at the quotation—little else doing. 3.—There is little doing to-day. Grand Junction half shares in demand at 30l. pm. 4.—There is a strong demand for London and Southampton at advanced prices; also, for Grand Junction new half, for which 32l. pm. would be given. 5.—Grand Junctions in demand at Saturday's quotation, that is, 22 1/2; Eastern Counties are also inquired for. 7.—There has been little doing to-day—35l. pm. offered for Grand Junction half shares. 8.—Grand Junctions are in demand at 22 1/2, and 37l. is offered for the new half shares. Market firm, but little doing.—*Gore's Liverpool Advertiser.*

JOINT STOCK BANKS.—The published evidence taken before the committee on joint-stock banks, has apparently met with little approbation from the shareholders and directors of the principal joint-stock banks. On the two questions which have been raised in the present session of Parliament, those respecting the management of the branches of the Bank of England, and the renewal of the charter of the Bank of Ireland, the greatest dissatisfaction appears to prevail at the manner in which the investigation has been carried on. The Chancellor of the Exchequer, in the beginning of the session was compelled by the pressure of public opinion to allow of some inquiry into the conduct of the Bank of England, as having brought on the panic of 1836-7; for though the right honourable gentleman in the preceding session had endeavoured, with his utmost influence, to cover the whole of the proceedings of the Bank, describing such discussions as tending to "alarm the vulgar," yet it was requisite to give way in the present session to the demand for, at least, a partial investigation of the management of the Bank. That this investigation was never intended to be a real one has been so frequently expressed by the joint-stock bankers, who were observing the proceedings, that we have more than once noticed these rumours, in hopes that the committee would act in accordance with the expectations of the public on these important questions; whereas it now appears, from the published evidence, that a more *ex parte* and one-sided inquiry never yet was put in print in the form of any report from a committee of the House of Commons. On the question of the Bank of England, only two witnesses have been examined before the committee—Mr. Timothy Curtis, the governor, and Mr. Turner, the manager of the Liverpool branch; and the questioning of these parties was also, as we felt it our duty formerly to notice, reported to have been carried on with an appearance of intentions to defeat the cross-examination, without which the committee must be well aware that the public could only consider the proceedings as a cloak for concealing the conduct of the Bank. Not one disinterested witness has been examined from Liverpool or Manchester, where the commencement of the panic took place, and where so many injured and ruined merchants and joint-stock bankers could have been summoned to attend, and yet the evidence is now announced to be closed, and the committee intend, in the ensuing session of Parliament, only to meet for the purpose of framing the report.—*Chronicle.*

MINING CORRESPONDENCE

ENGLISH MINES.

BRITISH TIN MINING COMPANY.

August 6.—*Robert's Shaft* (adit level).—The lode is from four to eight inches wide—poor. Set two fathoms, at 17. 10s. per fathom: east end suspended. *Trevelar Adit*.—Arrived at the extent of this level; the lode in the present end is about eight or nine inches wide, tiny and easy ground. We are now employed in bringing forward this stop of ground, alluded to in my last, which is about four fathoms in length. The lode in this stop at present is about two feet wide, producing tin stuff. The old men have taken away all the back home to end within about nine feet, so it appears they have only driven about nine feet more than they have taken away in the back, and a great many fathoms in the bottom. J. BRAY.

GWINEAR MINING COMPANY.

August 3.—*Thirty Fathom Level*.—Ground hard, with some stones of tin. *Stops* (in bottom of twenty fathom level).—Lode two feet, with a little tin. Ditto (in back of twenty fathom level).—Lode eight inches wide, with good stones of tin. The men in the shaft, on the copper lode, are getting on pretty well. C. H. RICHARDS.

ST. HILARY MINING COMPANY.

August 4.—*Seventy fathom Level* (west of engine-shaft).—Lode one foot wide, composed of ore and muddle; much improved since last report. *Seventy fathom Level* (east of engine-shaft).—Lode one foot wide, with stones of ore. *Sixty fathom Level* (east of engine-shaft).—Lode two feet wide, good stones of ore throughout, better in bottom of the level than in the back—ground appears to be improved. *Winze* (in bottom of fifty fathom level).—Lode from nine to ten inches wide, producing one and a half tons of ore per fathom. There is no alteration in the pitches. I am happy to say the mine looks better than when I last reported. C. H. RICHARDS.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, August 1.—I have to apologise for not writing you ere this, as usual, after my survey and holding the public setting of these mines, and which took place on Monday last, the 30th ult.; my time, however, has been much occupied with Mr. Johnson, on important business, since that gentleman arrived in the county, and is the only reason for this delay. The following I beg to hand you as my report. The silver lead lode, at the sixty fathom level going south of cross-cut from the engine-shaft, has for the last two fathoms driving proved unproductive. At this level, north of the cross-cut from engine-shaft, nothing has been done for the last month, having taken the same party of men to rise a winze through to the fifty fathom level, for the purpose of dividing the ground and ventilating the said sixty fathom level, consequently the lode remains the same in the bottom level as noticed in my last report, being about one foot wide, and rich work. At this level also, Johnson's lode going east appears to be improving in size, of late it has been small and disordered, on account of the intersection of some small cross-courses, but I consider from appearances it will be found, very shortly, regular, and I hope productive. At the fifty fathom level, the silver lead lode is small, but rich. In the forty fathom level south of engine-shaft there is a promising lode, about eighteen inches wide, producing a little ore, and the ground is favourable for driving. Johnson's winze-shaft is sunk about seven fathoms below the forty, and will be completed to the fifty fathom level in a week or ten days. Having nearly holed the winze from the sixty to the fifty fathom level, we sat a new pitch to three men, back of the sixty fathom level north of engine-shaft at one-fourth per ton, and by opening more ground in extending the bottom levels, I trust and believe several others of a similar kind will be set in that most productive part of the mine. We sat besides that new pitch sixteen others, varying from 2s. 5s. to 9s. per ton. I regret to find such a great depression in the lead market, and as well in most other metals. Mr. Johnson has shown me his rough memorandums taken underground, which he intends stating fully himself to the directors, and I am happy to say they not only correspond with my own ideas, but he feels as I do, that as far as the mine has been developed, he considers from appearances and prospects we should be fully justified in a further outlay of capital to bring the mine into the full and effectual state of operation, it should be by an additional force in the lower levels. R. ROWE.

Callington, August 6.—In driving north, at the sixty fathom level, the lode is from eight to ten inches wide, producing good work for silver lead ores. In the south end the lode is much of the same character as hitherto. At the fifty fathom level north the lode is about six inches big, yielding some good stones of silver lead ores. East, on Johnson's lode, at this level, the lode in the past week has considerably increased in size, and is now presenting a more favourable appearance than it has for some eight or ten feet past. In the south end, at the forty fathom level, the lode continues to look well, and about eight inches in width, producing a little lead ore, but in consequence of the air being so extremely bad, we are obliged to suspend the driving of this end for the present, and have employed the men in preparing to sink a winze at the thirty fathom level, which is a desirable object; when communicated with the forty fathom level, it will ventilate the extremity of the latter, and also prove and divide the ground for setting on tribute. Johnson's winze-shaft is communicated with the fifty fathom level, but not completed; it will yet occupy the men eight or ten days to perform the necessary work previous to sinking the shaft below the fifty fathom level. In reference to the tribute department, in the new pitch little has been done, as the men are first obliged to communicate the rise with the fifty fathom level. The remainder of the pitches continue without much variation. S. HARPUR.

TAMAR SILVER LEAD MINING COMPANY.

August 6.—Driving south at the bottom level, the lode continues about two feet in width, and to produce saving work. The winze in the bottom of the 125 fathom level north of the shaft, is sunk about six fathoms, but the lode is unproductive. In driving the 105 fathom level south, the lode is a foot and a half wide, and yielding stones of good work. In the ninety-five fathom level going south, the lode presents a more favourable appearance than it did last week, but we are not entirely through the slide. Driving south at the eighty-five fathom level, the lode is of the same size as stated last week, and yielding good and saving work. The lode in the seventy-five fathom level going south is more promising than last reported, two feet big, and very ore work. Our tribute department is looking favourable, and the men, I consider, getting wages. MARK JAMES.

TINCROFT MINING COMPANY.

August 1.—I beg to hand you my weekly report of this mine from my survey yesterday. The engine-shaft is still producing a fair quantity of work for tin and copper. The 132 west has a little improved both for tin and copper since my last, and is now yielding good work for both, which must undergo the operation of stamping to separate the ore from the other. The 120 east and west is producing saving work, but not rich, though in the east end the lode is more promising and the ground improving. The winze sinking on this end from the 110 is in the same channel of ground; after this winze shall have been communicated to the end, I have no doubt we shall be able to extend the end much faster towards the productive ground gone down from the level above. We have been raising very good work for tin from the 110 end this week, but now the lode in the end is disordered by some branches crossing it. The 100 end and stops in the back of it are producing pretty good work for tin, with some copper ore. The pitches in the back of this level continue to look well. I hope to let one on the south lode for less than 6s. tribute next Saturday. A pitch on the south lode, back of the ninety, has very much improved since my last, from which I expect we shall raise a pretty deal of good work. The ninety end is much the same as for some time past. The eighty-one end is still good for copper, worth about 20s. per fathom, and leaving good back and bottom, which will be worked at a low tribute by and-by. All our other places remain stationary. WILLIAM PAUL.

PERRAN CONSOLIDATED MINING COMPANY.

August 6.—We completed our 290 fathoms of flat-rods from the engine to Windus's on the 26th ult., and on the 27th (day following) we set the said engine and flat-rods to work to draw from Windus's engine-shaft, and I am happy to say is working exceedingly well, the water being about three strokes per minute for eleven inches; but we have sunk since our commencement in the engine-shaft about ten feet, making altogether the depth now from surface about 9 fms. 3 ft. We purpose to sink and drive at a fifteen fathom level, and by the end of the present month I hope the shaft will be sunk to that depth; the ground appears congenial and favourable for lead. By opening some ground near the surface on the back of the south lode, which we consider to be Old Wheel Rose great south lode, we find we have not driven our adit end far enough south by twelve or fifteen fathoms for its intersection, and have suspended operations for the present in driving on the course of the one already cut, and have put the said men to resume driving the adit south, for the purpose of cutting the Old Shepherds' lode. At Rose we are driving a fourteen fathom level cross-cut south, to cut the rose of elvan, which we hope to do in a short time, and where we expect to meet with tin. R. ROWE.

CORNUBIAN MINE.

Chiverton, August 7.—In our eight fathom level west, on the Chiverton lode, the lode is improved in size, but it is still poor, though large and kindly. In our twenty-four fathom level east, on the Chiverton lode, the ground is more favourable, but the lode is poor. The same level east, on West Caunter, the lode is large and kindly, and ground greatly altered for the better. Some fine stones of lead have been broken from this level since I wrote you last. The thirty-two fathom level west, on Chiverton lode, the lode is very promising, but not rich. The same level east; no alteration since last report. We have now dressed about twelve tons of lead; undressed at surface, seven ditto; broke underground, six ditto. If our levels that are driving were to alter for the better, as we hope they will soon, it would greatly augment our monthly raising. JOHN BORLASE.

HOLMBUSH MINING COMPANY.

August 6.—The ground in the engine-shaft is still hard. In driving the eighty fathom level west, discovered some small branches, producing ore; think that with those and other branches previously driven through are likely in future excavations to concentrate and form the lode. The stops in the back of this level are still a good course of ore, worth about five tons per fathom. The lode in the end of the seventy fathom level west is about fifteen inches big, producing good stones of ore. The lode in the stops, at the back of this level, is two and a half feet big, worth about three and a half tons per fathom. In driving the seventy fathom level west, at Flap-jack, no alteration since last reported; men employed desling the lode. The lode in the sixty-two fathom level west is still a good course of ore, worth about five tons per fathom. The lode in the winze sinking below this level is about seven inches in width, composed of muddle and spar, impregnated throughout with copper ore. The lode in the fifty-two fathom level west still continues to improve, worth at present about 35s. per fathom. Our tribute pitches are much as heretofore reported—looking well. Our last parcel of copper ore, sampled at Calstock Quay, on the 30th and 31st, weighed 123 tons 12 cwt. dry ore, of good quality. We also find it gratifying to inform you that our underground departments are truly encouraging; the lode in the fifty-two and sixty-two fathom levels west presents a good aspect, and according to the present views this course of ore appears to be descending in a western direction before the seventy and eighty fathom levels, which is our decided opinion, in conjunction with Mr. J. H. Hitchens, that when the two latter levels are extended forth under the ore ground in the two former, which is now from ten to twelve fathoms behind, we shall fall in contact with this course of ore; should these expectations be verified, we should then, gentlemen, be enabled to furnish you with profitable returns. We hope to use for the next sampling 125 or 130 tons. F. PHILLIPS.

EAST WHEAL STRAWBERRY MINING COMPANY.

August 6.—Friday last was the day on which we held our monthly survey, when we set four twotwork bargains and eight pitches, five others not being out to re-set, varying in prices from 9s. to 12s. in the pound. The new engine-shaft is now two fathoms below the adit level. The ground in the twenty-four fathom cross-cut is still spare for driving. The lode in the thirty-five fathom east continues much of the same character as last reported, and there is but little (if any) variation in the western end. At Boundary we have now a communication to Boundary shaft, which is about forty fathoms to the west of the winze, which latter has a communication with Hoppet's shaft. The lode is very large and tiny; and it is highly probable that a considerable quantity of tin stuff will be produced, but for the present not rich; yet we have great hopes, by extending our present levels further west, that we may make discoveries, for it is well known that men took pitches at 1s. in the pound in the last workings, and did well; and as we descend we are certain to form a junction with other tin lodes which have been equally productive. FRANCIS EVANS.

WEST WHEAL JEWEL MINING ASSOCIATION.

August 6.—Buckingham's perpendicular shaft is sunk three fathoms four feet under the deep adit; the ground continues speedy. At south adit shaft the ground continues hard; it is now down twelve fathoms under shallow adit. The thirty fathom level west, towards the south adit shaft, ground rather hard. We have now about three and a half fathoms to get perpendicular under it. Old sump-shaft cleared and repaired to the deep adit. At Wilkinson's engine-shaft we have begun to sink, and find the lode continues about three feet wide, producing good stones of black, grey, and yellow ores. M. WILLIAMS.

UNITED HILLS MINING COMPANY.

August 4.—Sinking William's shaft, under thirty fathom level; lode two and a half feet wide—good ore. Stopping eastern diagonal-shaft; lode about two feet wide, producing some good ore. Sinking winze bottom of twenty-five fathom level; lode about three feet, two good ore. Driving twenty-five fathom level, west of Diagonal shaft; lode but three feet wide, producing but little ore. Driving thirty-five fathom level, east of Eastern Diagonal shaft; lode five feet wide, three feet producing good ore. Rise, back of thirty-five fathom level, against winze, sinking from twenty-five fathom level; lode two feet wide, one foot producing some ore of a good quality. Adit level driving east; in the eastern end the lode is about eighteen inches, producing some stones of ore. Adit level, to stop back of western Diagonal shaft; in the back still producing good ore. Ten fathom level, to drive east; lode one foot six inches wide, one foot good ore. Twenty fathom level, ditto ditto; lode eighteen inches wide, with stones of ore. Thirty fathom level, ditto; lode two feet wide, producing some gold ore. Twenty-seven fathom level, to drive east of Turton's shaft; driving south, in search of more lode. Thirty-five fathom level; lode three feet wide, producing ore throughout, of a fair quality. Ditto ditto, west of ditto; west lode eighteen inches wide, producing some ore. C. PENROSE.

GREAT WHEAL CHARLOTTE MINE.

August 7.—The winze in the bottom of the twenty-two fathom level is almost down, and we expect to hole it to the thirty-two in the course of a week; we shall then commence driving this level west; the winze has been poor through the greater part of the ground, and still continues so. In the forty-two fathom level west the lode is thrown out of its regular course by a slide that has fallen into it—the ground is favourable for driving. The winze in the bottom of the fifty-two fathom level is still being sunk; the lode is about four feet wide, yielding ore sufficient to pay for sinking, and will leave ground that will be taken away on tribute. The sixty-two fathom level east has been driven about two and a half fathoms during the month; the lode is large, and produces some ore. In the western cross-cut, at the sixty-two fathom level driving south, we have intersected what we think the lode, where we have met with some good stones of ore, but as yet have not seen sufficient of it to warrant us in giving an opinion of it, but shall be able to say more of it in our next report. By the foregoing details, it will be observed, that no improvement of consequence has taken place since our last report, and until we meet with something of more importance we can hardly expect our returns will exceed half the amount of our costs. C. PENROSE.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Rio de Janeiro, June 2.—Gold produce from 14th to 18th May—Stamps (five days), 5 lbs. 1 oz. 19 dwts. 4 grs.—6 lbs. 8 oz. 18 dwts. 18 grs.—Total from 1st January to 18th May, 460 lbs. 3 oz. 1 dwt. I was joined at Ouro Preto by the gold troop, under charge of Mr. Hammond, conveying 400 lbs. of gold, 80 lbs. of which were paid at Ouro Preto for duty, the remaining 320 lbs. having arrived last evening at this place, and have been this day shipped, per Robert Watt, Vibert, master. G. V. DUVAL.

ST. JOHN DEL REY MINING COMPANY.

May 13.—The produce up to the 10th inst. is 1408 oits. 36 grs.—very low, because none of the Vinagradito sand produced this month has been reduced, and very little of the stone of the Bahu stopes had made its appearance at the stamps; the chief supply of stone having come from the Quebra Pannella. Of the above produce 101 oits. 36 grs. belong to arrears of Vinagradito. The amalgam still continues to yield a large per centage of gold, of the quality of which I am very doubtful. I shall have it ascertained in Rio. In the small tin box, contained in one of the larger gold boxes, sent per Mr. Crichton, was 9 mares 5 oits. 48 grs. of Vinagradito gold, which I have requested to have assayed in Rio for me. This should have been particularly mentioned before: you will find the fineness of the gold somewhat higher than that of the Bahu, but the Quebra more. C. HERRING, Jun.

NATIONAL BRAZILIAN MINING COMPANY.

Extract of a Letter from the Commissioner.

Cocoes, May 18.—We stated in Report, No. 134, that we have about four fathoms more to drive to intersect the Cachorinha vein in the railroad level; this distance is now about driven, and the jacotinga of the third bed and this vein is only now making its appearance in the bottom of the end, therefore it is not so flat as the upper bed, on account, I have no doubt, of the horse. When we addressed you last on this subject, the ground then was troublesome, on account of being very soft; since that period we have encountered a stone which required blasting; this stone we expected, but where we drove through it above it was not so hard, nor was it more than eighteen inches thick, but here we have found it four feet—this of itself throws the bed a little further off, and all the other layers having been in the same way, has been the occasion of the difference in the distance to the spot we are aiming at. The end is very wet, and the samples, although not rich, are even favourable directly under the stone, which is iron mica slate; and we know that we have to drive two if not three fathoms further yet. We have two wagons getting ready for this road, but as our mechanics are so busily employed about the new engine, &c., we have set these jobs to them out of core, as we cannot afford time otherwise. At Cuinaba the stamps already begin to vouch for the good quality of the stone in our new stopes up to the ten inches. When they last washed up the produce reached 4 lbs. Troy. Produce from Cocoes, 7 mares 2 ozs.

MINAS GERAES MINING COMPANY.

Morro das Almas, May 13.—The workings in the mine during the last ten days were continued as before, viz., in sinking the new sump, in order to remove the whole range of our stopes inclining towards the north, instead of as before to the southward. The progress of the sinking was, however, much slower than I could have wished (being about five feet since last month), principally owing to the removal of the stuff in the sink, with which at this moment (until we have extended our present sump stopes) we are much encumbered, having only one kibble station for both the sink and the stopes joining to it; this will, however, soon be remedied; as we advance with the stopes to the southward we shall get another kibble station into play, and

reserve it exclusively for the sink; the appearance of the bed is generally unaltered, although we have not had any line of gold in sight only in the sink; bed more intermixed with schistus, and from which the produce is somewhat lower than during the ten days previous. In clearing the covers of the stamps some large prills have appeared, which were not seen in the mine owing to the medley state of the stamps. Gold produce from May 1st to 12th:—3 lbs. 5 oz. 15 dwts. 17 grs.

IMPROVEMENTS IN STEAM-BOILERS AND SAVING OF FUEL IN MANUFACTURES.

Accounts having appeared in the *Scotsman* and various other highly respectable journals, on the authority of scientific gentlemen of great eminence, of a discovery in heating and evaporating fluids, which, as it promises to lead to important results, we hasten to lay before our readers, referring them at the same time to the advertisement in another column. They are in substance as follows:—

The discovery consists in the employment of air highly heated, to assist in generating steam in boilers, and in the process of evaporation in general in manufactures. The air is heated by being carried through iron boxes or troughs placed in the current of the flame, behind the bridge of the furnace. The current of the air through the trough effectually protects the metal from being injured, even in fires so fierce as to vitrify brick and speedily to melt cast-iron in juxtaposition with the trough. When thus heated, the air is carried in straight tubes through the water in the boiler, entering at the back, and passing off at the front. Being unmixed with the smoke, it does not soil the tubes, which, therefore, rapidly transmit the heat; and the air in its passage is effectually cooled down to the heat of the water. In this state it is conducted under the ashpit, thus feeding the fire with air at the heat of 212 degrees, from which, as repeated analyses have shown, that it has parted with little or none of its oxygen, important benefits arise; the fire is saved the necessity of heating up to that degree the whole air which passes through it; and the process of combustion is otherwise beneficially promoted. The ashpit is closed with doors, and the draught of the chimney establishes and keeps up the requisite current of air for the purposes of combustion, through the heating trough, the cooling tubes, the fire, and the flues. The additional heating surface thus gained by the tubes in the boiler, exceeds the fire surface or bottom of the boiler by fully one-half.

This process, which is sufficiently simple, and the efficacy of which is vouched for by the gentlemen referred to, whose knowledge, experience, and skill, are of the highest rank, promises to be productive of very important results, both as regards steam-boilers, and manufactures where heating and evaporating fluids is required, such as distilling, brewing, dyeing, the making of paper, salt, sugar, and many others, especially in those in which the vessels containing the fluids are not placed on the fire, or where steam is now used for that purpose.

The saving of fuel was upwards of 33 per cent. in steam boilers, whose ordinary average performance is about 6.22 pounds of water to the pound of Newcastle coal, not deducting the ashes. In the other processes it must be commensurate with the quantity of the steam that escapes uncondensed; thus dissipating in the atmosphere a vast amount of heat derived from the fire, because, where air is used, no part whatever of its heat is lost, whereas, when any of the steam escapes uncondensed, all its latent heat is lost. Thus, 250 cubic feet of low-pressure steam per minute, of about 1200 degrees (temperature and heat), directed through tubes in seventeen cubic feet of water, contained in a wooden trough placed on the ground, scarcely raised the water to 212 degrees, and could not make it boil, nearly the whole steam passing off in vapour when the water attained that heat. But 100 feet of air per minute, at about 600 degrees, caused the water to boil violently, and the same was the result when the quantity of air was successively reduced to one-half, and even much less.

The least consideration of the very many millions of tons of coal consumed in these processes, will show the importance of the discovery in this point of view. There are others, especially as connected with steam navigation, which, in other lights, are equally important. The free tonnage for goods or passengers will be enlarged, or the length of the voyage increased, in proportion to the diminished stowage and weight of coals and water in the boiler; for the boiler, as well as the fuel, and also the funnel, may be lessened one-third. The diminution of the boiler also tends to add to its strength; and the increased facility in transmitting to the water, the heat derived from the fire, arising from the greater heating surface afforded by the tubes, must still further operate to prevent the imminent hazard arising in marine boilers, from the exertions of the engine-man to generate steam more rapidly. The only way in which this can be accomplished at present, is by forcing the fire of the furnace. By the intensity of the heat thus produced, many parts of the boiler and flues, especially those where incrustations have been formed on the bottom, or where the water spaces have been too much contracted, become overheated and consequently weakened, and ultimately destroyed. Whatever tends safely to accelerate and facilitate the transmission of the heat to the water, obviously diminishes the necessity to contract the water spaces, and the temptation to force the fire. It is also important that the heat which is absorbed by the air, is withdrawn from the fire at the point at which it is fiercest, and is, by a proper distribution of the tubes, applied to the portions of the water farthest removed from the direct influence of the fire.

If it shall be found, as we have reason to expect, that hot-air used in the furnace will enable anthracite coal to be burned, it is not easy to see to what extent of saving this discovery may lead in steam navigation; this coal being vastly more powerful than any other.

It is no small advantage to the public, and no slight recommendation of this plan, that not only does it not interfere with any other improvements for economy of fuel now in use, but it is rather an addition to, and may be used in conjunction with them, but also that it may be easily adapted to almost any existing furnaces, boilers, and processes of manufacture, at an expense altogether trifling, contrasted with the benefit resulting from its use.

With regard to the license for its use, the patentee has wisely adopted the plan so successfully followed by the late Mr. Watt, in making the charge proportionate to the saving of fuel. We observe that he proposes to charge only one-third the value of the fuel saved in all cases.

We understand that a company is about to be formed, by which the benefits of this discovery will be immediately communicated to the eastern part of Scotland, by the sale of a portion of the income of the patent, and devolving on the company the management and control of the patent; and that the patentee is ready to treat for a similar arrangement for other districts, on terms highly advantageous to the company. It were well that after due inquiry means should speedily be resorted to for securing the benefit of the improvements on this plan, for this great capital, and other districts of England.

STEAM BOAT FROM LONDON TO OXFORD.—The novel experiment of driving a steam barge from London to Oxford, capable of carrying 200 tons, has been successfully accomplished. The boat, called the *Shell*, draws only two feet of water, and is impelled by 20-horse high pressure engines. Her paddle-wheel is in the stern, to enable her to pass the locks without difficulty. She is 120 feet long, and 15 feet in width; has two rudders (one at each quarter) worked by one wheel, and her chimney lies down on the deck for the convenience of passing the bridges. To give a fair idea of her rate of travelling, it will be sufficient to state that she was only two hours and a half in coming from Old Windsor to Maidenhead, a part of the river rendered most particularly difficult by the rapidity of the current and the numerous very sudden turns in its course. The vessel also laboured under many other disadvantages, from its being her first voyage, all of which can be easily remedied in future. We understand it is the intention of the proprietor soon to commence running regularly from London to this city, and he expects to make at least three voyages a fortnight. There is every reason to anticipate considerable advantages may arise from this new and expeditious mode of conveyance for passengers and merchandise, and can hardly imagine how the distance from Nuneham by Radley-common could be effected at this low-water season of the year. This we should imagine will prove a great preventive to the repetition of her voyages just now during the summer months. The barge is thus noticed by the *Reading Mercury*.—A novelty on this part of the Thames was observed on Friday morning, the 27th ult.—a steam boat, with the propelling paddles placed at the stern; this arrangement obviates all objections raised regarding the washing away of the banks of the river; the boat passed Caversham at a very fair speed, on its way to Oxford. The introduction of such a mode of conveyance would be most extensively patronized, both in the transit of goods and passengers.—*Oxford Chronicle*.

LIST OF NEW PATENTS.

DANIEL BECKHAM, of 22, Sussex-place, Old Kent-road, in the county of Surrey, stereotype-founder, for "An improved mode of obtaining Castings in Gold, Silver, and Albata."

EDWARD WHITE BENSON, of Birmingham, in the county of Warwick, manufacturing chemist, for "Improvements in the Manufacture of Carbamate of Lead."

AUGUSTUS WILLIAM JOHNSON, of Upper Stamford-street, in the parish of St. Mary, Lambeth, in the county of Surrey, for "Certain Improvements for preventing the Incrustation of Steam Boilers, or Generators, or Evaporating Vessels."

JOSEPH NEEDHAM TAYLOR, of Red Lion-square, Bloomsbury, in the county of Middlesex, a captain in her Majesty's Royal Navy, for "A certain method or certain methods of abating or lessening the Mischief arising from the shock or force of the Waves of the Ocean, Lakes, or Rivers, and of reducing them to the comparatively harmless state known by the term Broken Water, and thereby preventing the Injury done to, and increasing the durability of Breakwaters, Moleheads, Piers, Fortifications, Lighthouses, Docks, Wharfs, Landing Places, Embankments, Bridges, or Pontoon Bridges; and also of adding to the Security and Defence of Harbours, Roadsteads, Anchorage, and other places exposed to the violent action of the Waves."

HENRY ELKINGTON, of Northfield, in the county of Worcester, gentleman, for "Improvements in Engines, to be worked by Steam, Air, or other Fluids."

WILLIAM BARNET, of Brighton, in the county of Sussex, iron-founder, for "Certain Improvements in the Manufacture of Iron."

HENRY VAN WART, of Birmingham, in the county of Warwick, merchant, and SAMUEL ASPINWALL GODDARD, of the same place, merchant, for "Improvements in Machinery or Apparatus applicable to Locomotion on Railroads, and to Steam Navigation, parts of which Improvements are also applicable to Land or Stationary Engines."

JOE CUTLER, of Lady Poole-lane, Sparkbrook, in the parish of Aston, in the borough of Birmingham, in the county of Warwick, gentleman, and THOMAS GREGORY HANCOCK, machinist, of Prince's-street, in the borough of Birmingham aforesaid, for "An Improved Method of Condensing the Steam in Steam-Engines, and supplying their Boilers with Water thereby formed."

RICHARD MARCH HOE, late of New York, in the United States of America, but now residing at 66, Chancery-lane, in the county of Middlesex, civil engineer, for "A new or Improved Instrument or Apparatus for ascertaining or determining the Latitude and Longitude of any Place, or the Situation of Ships or other Vessels at Sea, and the Dip and Variation of the Magnetic Needle; which new or improved Instrument he intends to denominate 'Sherwood's Magnetic Geometer.' Communicated by a foreigner residing abroad."

RICHARD TREFFRY, of Manchester, in the county of Lancaster, chemist, for "Certain Improvements in the Method of Preserving certain Animal and Vegetable Substances from Decay; and also in the Apparatus for, and mode of Impregnating Substances to be preserved."

GEORGE RICHARDS ELKINGTON, and OGLETHORPE WAKELIN BARRATT, of Birmingham, in the county of Warwick, manufacturers, for "Improvements in the coating and colouring certain Metals."

JOSEPH PRICE, of the parish of Gateshead, in the county of Durham, flint-glass manufacturer, for "Certain Improvements in constructing and adapting Boilers for Marine, Stationary, and Locomotive Engines, and in adapting and applying Boilers to Steam Vessels."

CHARLES WYE WILLIAMS, of Liverpool, in the County Palatine of Lancaster, gentleman, for "Certain Improvements in the means of preparing the Vegetable material Peat-moss or Bog, so as to render it applicable to several useful purposes, and particularly for Fuel."

JOHN GRAY, of Liverpool, in the county of Lancaster, engineer, for "Certain Improvements in Steam-Engines, and Apparatus connected therewith; which Improvements are particularly applicable to Marine Engines, for propelling Boats or Vessels, and part or parts of which Improvements are also applicable to Locomotive or Stationary Steam-Engines, and other Purposes."

SIR WILLIAM BURNETT, Knight, Commander of the Royal Hanoverian Guelphic Order, of Somerset House, in the county of Middlesex, for "Improvements in Preserving Wood and other Vegetable Matters from Decay."

ALEXANDER EROLL, of Greenwich, in the county of Kent, manufacturing chemist, for "Improvements in the Manufacture of Gas for the Purpose of affording Light."

FREDERICK EDOUARD FROISSINET, of Covent Garden-square, in the city of Westminster, for "Certain Improvements in the Machinery for Propelling Vessels by Steam, by which their Speed will be much accelerated, with a diminished Power and with a diminished Action in the Water. Communicated by a foreigner residing abroad."

ACCIDENTS ON THE GREAT WESTERN RAILWAY.—Several exaggerated statements have been published during the week of circumstances that have occurred on this line of railway, and serious consequences attributed that never took place. The only authentic particulars that have come to our knowledge are the following, the accuracy of which may be relied on:—As an empty train was returning on Sunday evening, the North Star engine ran against two ballast waggons. Not a single carriage was thrown off the line, nor was any one of them broken. The engine itself was not much injured; the cross timber bar was broken, and the connecting pipes between the engine and tender were severed, but there was not any other material consequence. A second accident consisted in the detention of the down trains for two hours by the melting of puffer in one of the steam-plugs, which disabled the engine for the journey, but was not attended with other loss. That no serious consequences resulted from these circumstances is proved by the fact, that nearly 2000 passengers were conveyed on the following day (Monday).—*Bristol Mirror*.

ST. GERMAIN RAILROAD.—The number of passengers by this railroad were, in the first six months of the present year, 587,549, and the receipts 647,813. In the month of July the passengers were 166,692, and the receipts 178,271. — *Galignani's Messenger*.

BRUSSELS, AUGUST 2.—This morning a trial was made on the iron railroad of a perpetual motion, which is intended to supersede steam in drawing the trains. This unknown, mysterious, and pyramidal power, which has excited the solicitude of our greatest capitalists, was such, that it forced the waggons off the rails after they had run about three yards. Happily the secret did not transpire.

LONDON AND BIRMINGHAM RAILWAY.—On Thursday and Friday workmen were employed in clearing the whole of the wooden palisades and temporary workshops which had enclosed the space fronting the grand entrance of the London and Birmingham Railway at Euston-square. A number of workmen have commenced digging the foundations for two immense hotels, fronting the entrance. These hotels will form a crescent, and each hotel will comprise 150 beds.

FIRE IN MURKIRK COAL-PITS.—An alarming fire was some time ago discovered in one of the coal-pits at Murkirk, held on lease from the Duke of Portland by the Murkirk Iron Company. About two years ago, the miners working in its vicinity were disturbed in their operations by what they considered as being approaches of damp from a wrought-out pit, and were but recently assured of its being on fire on coming to the level and working out the coal as a barrier. The burning was then distinctly perceived, and, aided by the action of the air, it blazed to an alarming extent, and, in consequence, all working in its neighbourhood was suspended. Measures were immediately taken to extinguish it, and several eminent engineers were brought to devise measures for this purpose; but, at first, it appeared to set all their efforts at defiance. At one time it was proposed to drown the pit, but this could not be effected without stopping that part of the works for a considerable period of time. At length a wall was erected betwixt the ignited and the non-ignited coal, which preventive has enabled the workmen to proceed to work out the coal in the vicinity, and, when exhausted, effectual means will be taken for the complete extinction of the burning mass. The Iron Company, of late, have taken a lease of several lands upon Glenbuc estate, the property of Lord Douglas, and have opened several pits with great success. The coal thus found has far more than sufficed to supply the temporary want at Murkirk. — *Kilmarnock Journal*.

STEAM-BOATS BEATEN IN SPEED.—M. Jobard, of Brussels (says the *Nouvelles*), has discovered a method, according to which it is asserted that the Straits of Calais may be crossed in eleven minutes, by means of a pyrotechnical composition, of which the chlorate of potash is the basis, but in a less proportion than in Congreve rockets. The whole apparatus consists in a boat, with the floating properties of the life-boat, long and narrow, crossed at its greatest diameter by one or more iron tubes charged with the pyrotechnical composition. By applying fire to these tubes, the openings to which should pass beyond the stern of the boat, the reaction is stated to be such that the boat will glide over the water with a swiftness never attained on any railway. The construction being upon the principle of the life-boat, the person embarking in it will run no other risk than that of getting a few momentary duckings, but will always rise again to the surface. The building of the boat will not cost more than about 1000 francs, and each voyage will require 100 francs' worth of gunpowder.

RAILWAY FROM VENICE TO MILAN.—By letters from Italy, of a late date, it appears that the directors of this great undertaking, for which a capital of 50,000,000 Austrian lire (about 1,700,000 sterling) in 50,000 shares is subscribed, are in daily expectation of receiving from the Emperor of Austria, its still required conclusive privileges. Already the plans of the line and the calculations of the levels and inclines are completed. This railway will pass through the most densely-populated and the most interesting parts of the Lombardo-Venetian kingdom, connecting the splendid capitals, Milan and Venice by the ancient towns of Brescia, Verona, Vicenza, and Padua, besides numerous smaller intermediate places. The length of the whole line from Venice to Milan will be 271,361 metres or about 146½ Italian or English miles. It will cross many rivers, many canals and high-roads. It will cross the post-roads eleven times—four times on the same identical level, six times almost, at one and the same level, and in one instance only, at an elevation of three metres. None of the inclinations will exceed 3 in 1000, and in the entire length of the road, being, as stated, 271,361 metres this very considerable maximum in elevation, extends over 24,014 metres only, divided into five tracts, none of which exceeds 6000 metres (or a little more than three English miles) in length—all at some distance from each other, and in many instances favoured by a counter inclination, so that the locomotive-engine may with perfect ease run the whole length of the line, without the assistance of additional power. Although this railway will traverse a country highly cultivated, the amount required for indemnities, for demolitions, as well as decrease in value of buildings, &c., will scarcely reach 500,000 Austrian lire (about 17,000 £). The calculations of the lateral line from Bergamo to Triviglio are also rapidly approaching towards completion. The above results are deemed highly favourable and have much increased the hope for the success of this splendid undertaking, which fairly promises an important increase to the prosperity of the port of Venice and all Lombardy. — *Gore's Liverpool Advertiser*.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line from August 4th to the 9th was 30,180, producing 7601. 9s. 6d. Amount received from July 31st to August 6th at creek, 377. 18s. 4d.; footpath, 87. 8s. 8d.

PURCHASES OF COPPER ORES AT SWANSEA, JULY 25.

Purchaser.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
1. FREEMAN & CO.	Knockmahon	53	6	3	327 5 6	
	Ballymurtagh	26	3	0	80 0 0	
		26	3	2	170 10 0	
		46	3	3	144 18 0	
		46	3	1	137 5 0	
2. P. GREEN & SONS.	Wheal Union	107	2	15	296 18 6	
		98	2	5	220 10 0	
	Margam	10	3	1	30 10 0	
		27	0	15	20 5 0	
	Llwydd	17	0	12	14 8 0	
3. CROWN COPPER CO.	Allibies	90	8	12	774 0 0	
		40	8	12	602 0 0	
		40	8	4	344 0 0	
	Hulme slag	12	3	13	43 18 0	
4. SONS, WILLIAMS, NEVILL, and CO.	Chili	20	49	18	1098 7 0	
		16	49	18	998 10 0	
	Margam	16	5	10	792 8 0	
		15	12	11	58 8 0	
	Dolgelly	12	9	18	188 12 6	
5. VIVIAN & SONS.	Cobre	35	20	16	1976 0 0	
		19	28	2	533 18 0	
	Knockmahon	125	7	2	857 10 0	
		96	7	2	681 12 0	
	Chili	60	25	6	1518 0 0	
		46	28	6	1301 16 0	
	Margam	35	3	16	118 16 0	
		35	2	12	58 4 0	
	Dolgelly	35	7	15	368 2 0	
	Llwydd	23	6	19	140 10 0	
	Hulme slag	4	13	10	54 0 0	
6. WILLIAMS and CO.	Cobre	76	17	10	1331 18 0	
		62	21	15	1348 10 0	
		42	33	11	1410 3 0	
		37	16	18	625 4 6	
	Chili	24	32	12	1416 0 0	
	Ballymurtagh	26	49	12	1190 8 0	
		26	3	0	80 0 0	
	Cuba	79	16	6	1287 14 0	
		26	21	11	560 6 0	
	Valparaiso	90	20	12	1854 0 0	
		86	19	16	1702 16 0	
	Tigrony	91	4	18	445 18 0	
	Cronebane	80	5	6	390 6 0	
	Margam	15	28	1	420 15 0	
		2	29	2	58 4 0	
MINES ROYAL 7. CO.	Chili	91	14	7	1365 12 6	
	Cuba	78	16	6	1278 7 0	
		173				2638 19 6
		2448				31516 11 0

SALE OF COPPER ORES AT REDRUTH.

Sampled, July 25, and Sold at Andrew's Hotel, Redruth, Aug. 9.

Mines.	Tons.	Price.	Purchaser.
Wh. Treas.	103	5 15 0	Williams.
ditto	92	4 1 6	
ditto	91	4 1 6	
ditto	63	6 11 6	
ditto	35	5 0 6	
ditto	31	2 17 0	
ditto	34	7 9 0	Vivians.
ditto	33	2 17 0	Williams.
Dreowillas	82	4 8 6	
Carn Brea	86	5 14 6	Vivians & Co.
ditto	81	6 6 0	
ditto	80	5 9 0	Williams.
ditto	64	5 17 0	
ditto	59	2 5 0	
ditto	54	7 9 0	
ditto	52	4 19 0	Vivians & Co.
ditto	50	7 13 0	Freemans.
ditto	41	4 4 6	Mines Royal
ditto	34	13 16 0	Crown Co.
Wh. Virgin	103	4 16 0	Nevill & Co.
ditto	95	7 10 6	Vivians.
ditto	75	4 16 0	Nevill & Co.
ditto	71	4 17 6	Mines Royal
ditto	70	4 8 0	P. Grenfell.
ditto	49	1 6 0	
ditto	32	2 6 0	
Fowey C.	110	4 19 6	Freemans.
ditto	93	5 8 6	P. Grenfell.
ditto	88	5 10 6	
ditto	82	5 2 0	Freemans.
W. Fortune	79	6 8 6	Mines Royal
W. Fortune	75	2 13 0	Nevill & Co.
ditto	71	4 16 0	Mines Royal
ditto	31	14 2 6	
Rospeath	32	5 7 6	
Wh. Bolton	23	4 16 6	
W. Darling	99	4 16 6	Williams.
ditto	88	5 6 6	
ditto	73	10 14 6	Vivians.
ditto	42	2 19 0	Nevill & Co.
Tresavean	120	6 0 0	P. Grenfell.
ditto	82	6 18 0	
ditto	78	7 7 6	
Un. Wood	102	5 15 6	Crown Co.
ditto	26	5 7 6	Freemans.
ditto	25	5 6 6	Crown Co.
Wh. Onslow	7	5 0 6	
Consols	4	3 5 0	
Relistian	71	8 13 6	Williams.
ditto	51	4 18 6	Nevill & Co.
ditto	23	3 17 6	
ditto	22	17 1 6	Mines Royal
Levant	70	12 6 0	Williams.
ditto	44	11 0 6	Vivians.
ditto	39	12 0 6	Williams.
Wh. Leeds	58	4 17 0	Freemans.
ditto	19	2 7 6	Crown Co.
W. Osborne	64	5 6 6	Mines Royal
Treleigh C.	48	3 16 6	Freemans.
Poigine	35	3 0 0	P. Grenfell.
Consul	1	25 0 0	Williams.

TOTAL PRODUCE.

Wh. Unity Wood	228	£1245 16 0
Union		
Consols		
Relistian	167	1331 17 6
Levant	189	1920 4 0
Wh. Leeds	77	326 8 6
Wh. Osborne	64	344 0 0
Treleigh Consols	48	183 12 0
Poigine Consol	35	105 0 0
Balteswidden	1	25 0 0

Average standard, 1031. 10s.—Average produce, 84.—Average price, 51. 16s. 0d.—Quantity of ore, 3746.—Quantity of fine copper, 307 tons 17 cwt.—Amount of money, 21,575. 6s. 6d.—Average standard of last sale, 1061. 16s.—Produce, 7.

No sale on Thursday next.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Tresavean, 570; Fowey Consols, 462; Cook's Kitchen, 199; Godolphin, 162; Wheal Harmony, 157; Wheal Julia, 141; Duffield Mines, 131; Wheal Gorland, 97; Trevelian, 83; Wheal Burrow, 80; North Down, 76; Copper Bottom, 59; Wheal Curtis, 55; Wheal Tidy, 30; Wheal Damself, 29; West Wheal Jewel, 10.—Total, 2641.

SALE OF COPPER ORES AT SWANSEA, Sampled July 18, and sold at Swansea, Aug. 8.

Mines.	Tons.	Produce.	Stand.	Price.	Mines.	Tons.	Produce.	Stand.	Price.
Cobre	76	234	88	20 3 0	Ballymurtagh	80	44	1271	2 4 0
ditto	75	234	87	20 2 0	ditto	58	32	1245	2 4 0
ditto	70	244	88	19 1 6	ditto	49	61	1385	1 8 6
ditto	11	244	88	22 6 0	ditto	41	34	1285	1 8 6
ditto	59	24	87	18 12 0	ditto	28	4	1182	2 10 0
Chili	76	23	88	18 8 0	ditto	3	4	1141	2 18 0
ditto	37	224	88	17 9 6	Allibies	108	11	961	8 7 0
ditto	32	404	83	34 2 6	ditto	80	109	991	8 6 0
ditto	13	232	89	18 10 0	ditto	47	104	971	8 3 0
ditto	11	362	85	28 8 6	Valparaiso	106	234	891	10 3 6
ditto	10	56	89	23 11 0	ditto	102	248	891	10 14 6
ditto	60	102	89	23 13 0	Tigrony	107	30	1201	2 11 6
ditto	19	352	85	28 9 6	ditto	42	4	1201	2 11 6
ditto	10	252	87	20 5 6	ditto	14	78	1021	5 11 6
ditto	6	26	87	20 7 6	Cronebane	30	73	1041	5 4 0
Margam	43	664	82	53 7 0	ditto	29	44	1161	3 0 0
ditto	87	22	147	1 1 0	Llandidno	68	143	981	11 1 0
ditto	33	34	130	1 1 0	Llandidno	53	2	1021	1 0 0
ditto	25	174	89	13 4 6	(New Mine)				
ditto	22	164	89	14 0 0	Lackamore	63	174	913	13 16 6
ditto	23	134	93	10 6 0	Valparaiso	49	26	88	29 17 6
ditto	21	84	107	8 13 6	Knockmahon	43	81	1021	6 3 6
ditto	17	21	138	1 4 0	Simonea Dyl.	30	92	891	7 9 0
ditto	17	94	57	6 19 0	Llanberis	25	78	106	5 6 0
ditto	16	78	100	4 12 0	Clogwyncoed	24	98	891	7 9 0
ditto	14	23	87	17 16 0	Drws-y-coed	17	98	100	7 7 6
ditto	7	4	120	2 11 0					

TOTAL PRODUCE.

Cobre	280	£5674 14 6	Llandudno (N. M.)	53	123 0 0
Chili	274	£6012 19 0	Llandimore	43	732 14 6
Margam	274	3769 8 6	Valparaiso	49	1022 17 6
Ballymurtagh	261	684 13 0	Knockmahon	43	265 10 6
Albion	232	1923 16 0	Simcoe Dylluan	30	223 10 0
Cranebane	208	404 10 0	Llanberis	39	182 10 0
Tigrony	172	583 2 0	Clogwynedd	24	173 16 0
Cranebane	}	583 2 0	Drws-y-coed	17	123 7 6
Llandudno			68	751 8 0	

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 8 per Cent.	207 1/2	207 1/2	207 1/2	207 1/2	207 1/2	207 1/2	207 1/2
3 per Cent. Red. Anns.	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
3 per Cent. Consols.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
3 1/2 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 1/2 per Cent. Red. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Long Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Anns. for 30 Years	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Stock, 10 1/2 per Cent.	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2
South Sea Stock, 3 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto New Anns. 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Bonds, 3 per Cent.	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Exchequer Bills, 2d. £1000.	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Ditto	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Ditto	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Ditto	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
3 p. Cent. Cons. for Ac. Aug 28	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Bank Stock for Ac. Aug 28	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2	264 1/2

FOREIGN STOCKS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	102	102 1/2	102	102	102 1/2	102 1/2	102 1/2
Belgian, 5 per Cent.	81 1/2	81 1/2	81	82	81	82 1/2	82 1/2
Brazilian, 1829	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Buenos Ayres, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Cuba, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Chilian, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Colombian, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1824, ditto	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Danish, 3 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Greek, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1825, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Mexican, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, deferred do.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 1829, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, def. do. 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Neapolitan, 5 per Cent. 1824	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Peruvian, 6 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Portuguese, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, New 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 3 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Prussian, 4 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Russian, 1822, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Spanish, 5 per Cent. Consols	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, passive	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, deferred	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Dutch, 2 1/2 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, 5 per Cent.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ditto, New, 1837	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2

FRENCH FUNDS.

	Aug 2	Aug 3	Aug 4	Aug 5	Aug 6	Aug 7	Aug 8	Aug 9	Aug 10
5 per Cent. Ann.	111.45c.	111.45c.	111.45c.	111.45c.	111.45c.	111.45c.	111.45c.	111.45c.	111.45c.
Ex. on Lond. 1 m.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.
ditto 3 mths.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.	25.42c.
4 1/2 per Cent. Ann.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.
Exchange	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.	106.50c.
4 per Cent. Ann.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.
Exchange	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.	103.50c.
8 per Cent.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.
Exchange	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.	80.50c.
Bank Shares	262.00c.	262.00c.	262.00c.	262.00c.	262.00c.	262.00c.	262.00c.	262.00c.	262.00c.

IRISH FUNDS.

	Aug 9, 1838.
Bank Stock	199
Government Debentures 3 1/2 per Cent.	100 0/0
Ditto Stock	100 0/0
Ditto New	100 0/0
Ditto ditto, reduced	100 0/0
Consols	100 0/0
City Debentures	100 0/0
Exchequer Bills	100 0/0
Royal Canal Stock	100 0/0
Patriotic Insurance	100 0/0
Provinc. Bank of Ireland	100 0/0
Hibernian Bank	100 0/0
Grand Canal Stock	100 0/0
Min. of Inland	100 0/0
City of Dublin Steam Co.	100 0/0
Kingstown Railway	100 0/0

AMERICAN FUNDS.

	Aug 9, 1838.
New York 5 1848	94 1/2
5 1848, 7	94 1/2
1850	94 1/2
Pennsylvania	94 1/2
1848	94 1/2
1853, 4	94 1/2
1856	94 1/2
1858	94 1/2
1860, 62	94 1/2
Maryland 6 1870	101
Ohio	101
Louisiana 5 1848, 7, 50, 2	95 1/2
Mississippi	95 1/2
INCORPORATED BANKS.	
United States	25 1/2
Louisiana State	25 1/2
Bank of Louisiana 1870	25 1/2
N. Orleans, Canal & B. Co.	90 95
City Bank	100 0/0
New York Life and Trust	97 100
Tennessee Planters	98 100
Mississippi	107 1/2
Exchange at New York	107 1/2

COURSE OF EXCHANGE.

	Price	Price	Price	Price	Price	Price	Price
Amsterdam	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Ditto at Sight	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Rotterdam	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Antwerp	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Hamburg M. B.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Albion	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Paris, 3 days' sight	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Ditto	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Marseilles	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Frankfurt on Main	154	152 1/2	153 1/2	153 1/2	153 1/2	153 1/2	153 1/2
Petersburg r. ruble	10	10	10	10	10	10	10
Berlin c. curr.	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
Vienna c. curr.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Trieste ditto	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Madrid	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Cadiz	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Bilbao	36	36	36	36	36	36	36
Barcelona	36	36	36	36	36	36	36
Seville	36	36	36	36	36	36	36
Gibraltar, p. h. d.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Leghorn	32	32	32	32	32	32	32
Genoa	26 0	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Milan	81	81	81	81	81	81	81
Venice	81	81	81	81	81	81	81
Naples	39	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Palermo	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Lisbon	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Oporto	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Rio Janeiro	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Bahia	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Buenos Ayres	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Dublin	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Cork	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Madras	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
New York & Philad	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

PRICES OF METALS.

	Aug 9, 1838.			
Copper, Brit.—Coke.....	ton	43	0	0
Tile	do.	43	0	0
Sheets.....	lb.	0	0	10 1/2
Bottoms.....	do	0	0	11 1/2
Foreign—S. Am. (dy. 37s.	cut.)	bd.	4	3 0
Tin, Brit.—Blocks.....	cwt	4	3	0
Bars	do.	4	5	0
Plates, common {c. 1 1/2 to 1 1/2				
to best, per {c. 1 1/8 to 2 1				
box				
Wasters of the above Mks. 3s. less, all				
others 6s. less.				
(Others in proportion.)				
Foreign—(Banca, dy. 37s. 16 0				
duty 30s. Straits, dy. 3 14 0				
per cwt. {Bars.....	bd.	cwt.	3	16 0
LEAD, Brit.—Pig	ton	19	10	0
Sheet	ton	20	10	0
Shot	ton	23	16	0
Red	ton	22	10	0
White (dry).....	ton	29	0	0
Do. (gd. in oil)	ton	31	0	0
Litharge	ton	22	10	0
Foreign—Span. (dy. 40s. per				
ton)	bd.	ton	18	16 0
IRON, Brit.—Pig, No. 1.....	ton	5	15	0
Bar ton 9 10 0 to 9 0 0				
Do. Cast. in Wales 8 15 0				
Bolts	ton	10	0	0
Nail Rods.....	ton	16	10	0
Hoops	ton	11	0	0
Sheets, single ton 12 0				
(Others in proportion.)				
Foreign—{Sweden, c. bd. ton 13 0				
for Steel, (var.				
Duty 30s. {mks. for 16 0 to 35 0				
per ton. Russian, cwt. 12 16 0				